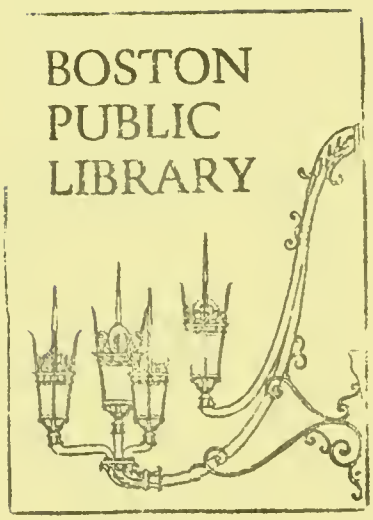
GOVDOC
BRA
485


BOSTON
PUBLIC
LIBRARY

DJ
RA
85

HARBORPARK UPDATE



CHARLESTOWN NAVY YARD 1986

BOSTON PUBLIC LIBRARY

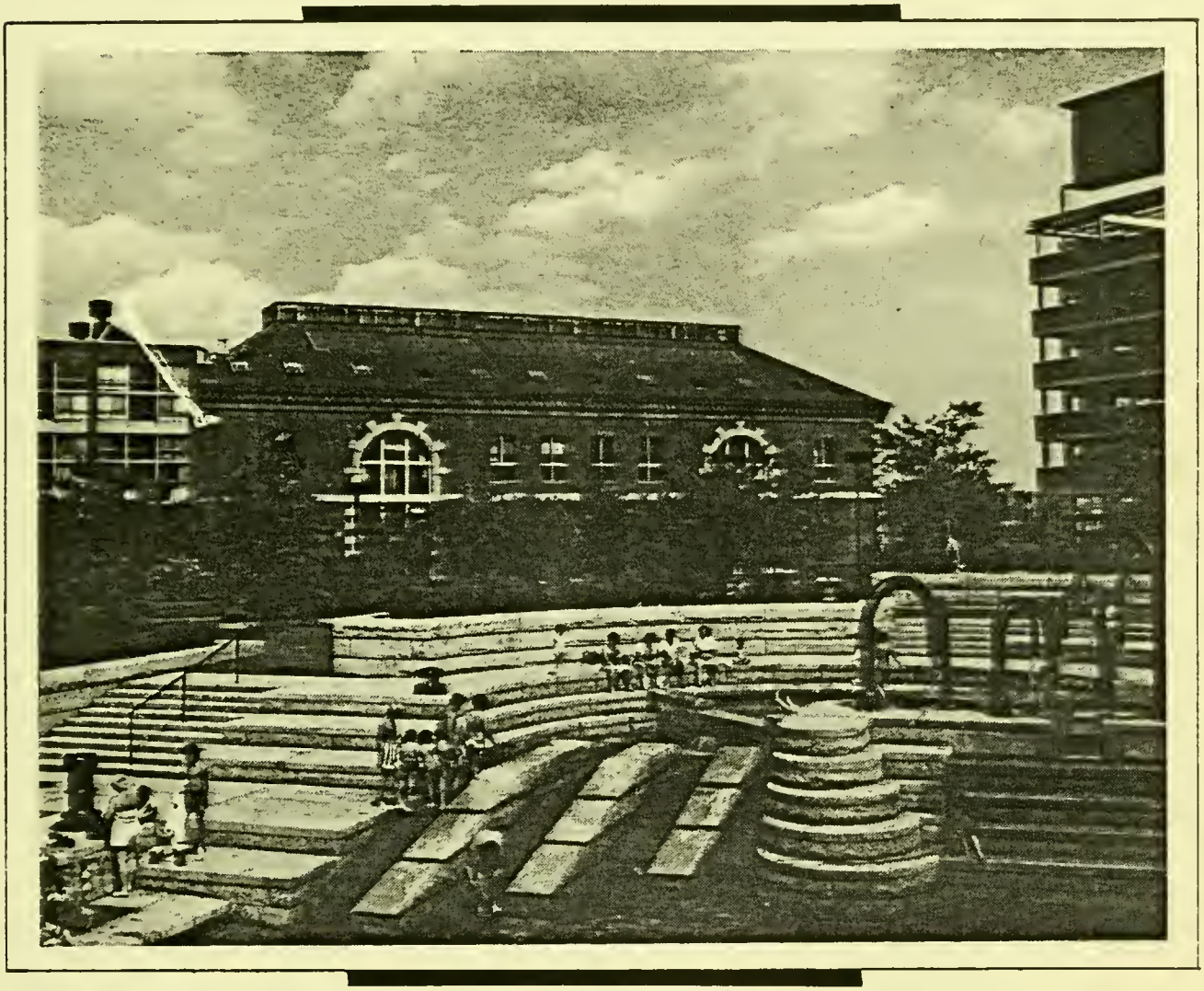
DRAFT ?

CITY OF BOSTON
RAYMOND L. FLYNN, MAYOR

BOSTON REDEVELOPMENT AUTHORITY
ROBERT L. FARRELL, CHAIRMAN
JOSEPH J. WALSH, VICE-CHAIRMAN
JAMES K. FLAHERTY, TREASURER
CLARENCE J. JONES, VICE-TREASURER
MICHAEL F. DONLAN, MEMBER
KANE SIMONIAN, SECRETARY
STEPHEN COYLE, DIRECTOR

s Navy Yd

HARBORPARK UPDATE



CHARLESTOWN NAVY YARD 1986

CITY OF BOSTON
RAYMOND L. FLYNN, MAYOR

BOSTON REDEVELOPMENT AUTHORITY
ROBERT L. FARRELL, CHAIRMAN
JOSEPH J. WALSH, VICE-CHAIRMAN
JAMES K. FLAHERTY, TREASURER
CLARENCE J. JONES, VICE-TREASURER
MICHAEL F. DONLAN, MEMBER
KANE SIMONIAN, SECRETARY
STEPHEN COYLE, DIRECTOR

Harborpark

1986 Update:

The Charlestown Navy Yard

CNY/E/081286/1

Harborpark
1986 Update
The Charlestown Navy Yard

Table of Contents

Page

Introduction: The Charlestown Navy Yard -- A Harborpark Neighborhood

I. Charlestown Community Profile

II. Description of the Charlestown Navy Yard

III. Project Descriptions

IV. Public Benefits

V. New Master Plan

Appendix 1: Boston National Historic Park 1986 Draft Management Plan

Appendix 2: Historic Planting Materials for the Charlestown Navy Yard Gardenwalk System

INTRODUCTION

The Charlestown Navy Yard is now emerging as one of the largest and most successful waterfront rehabilitation projects in the country and one of the city's newest neighborhoods. In the last two years alone the Charlestown Navy Yard has gone from an idea to a reality. Prior to 1984 only four developments in the Charlestown Navy Yard had begun construction and less than $35 million had been invested in the Navy Yard. Since 1984, over $200 million has been invested in or committed to the Navy Yard, eleven projects have completed construction, another seven have begun construction, and fourteen additional projects will be completed by the end of 1988. Over 3,000,000 square feet of space has been approved including over one million square feet of office space and almost one million square feet of residential space..

Current planning for the Charlestown Navy Yard is to provide for a balanced mix of residential and commercial space. Toward this end, office space once anticipated for remaining vacant parcels in the New Development Area is being shifted to housing use with a provision for low and moderate income housing. Design guidelines sensitive to the historic character of the Navy Yard will ensure that new development is compatible with the historic waterfront character of the Navy Yard. In addition, the variety of different architects working in the Navy Yard -- to date 15 different firms -- should help to encourage a variety of design expressions which will add up to a rich, coherent cityscape.

A New Town In-Town

In a sense the Charlestown Navy Yard is a "New Town In-Town." At final build-out, the Charlestown Navy Yard could have as many as 7,100 residents, more than approximately half of Massachusetts cities and towns. In addition, it could have as many as 5,400 workers or more workers than approximately seventy percent of Massachusetts cities and towns. This new waterfront community is being constructed on surplus federal land, in this case a Navy base decommissioned in 1972. It will fulfill the goal of increasing the supply of housing in Boston and creating a new community in the process. While an integral part of Charlestown and Boston, the Navy Yard will also be a micro-cosm of the city, with housing, workplaces, and cultural attractions, all clustered on this 100-acre site. In the two years since the initiation of Harborpark, the development of this "New Town" has accelerated to an incredible degree so that almost every available re-usable structure in the Yard is now being rehabilitated, and new master planning is now underway for the remainder of the Yard.

Affordable Housing

In redeveloping the Navy Yard, the city is attempting to provide housing opportunities to a broad range of residents. To that end, the developers of residential space provide at least ten percent of all units for the elderly. To date, Immobiliare has developed 112-unit housing development in Building 103 called "The Anchorage." Of the 112 units, 36 are presently occupied by Charlestown residents and 53 occupied by other Boston residents. Building

104, with a potential for 45 units, has been tentatively slated as the next elderly housing development. The developers of Building 106, a condominium development project, will market 10% of the units at half market price to elderly residents.

Low and moderate income housing units are also being developed in the Navy Yard. The Bricklayers and Laborers Non-Profit Housing Corporation recently gained approval for the construction of moderately priced condominiums on Parcel 4A in the New Development Area. The organization has successfully completed a similar project in South Boston. Under present plans, 39 units of housing will be built. Residents of Charlestown and other Boston neighborhoods will be eligible to enter a lottery for the opportunity to purchase a unit.

In addition, under the revised Master Plan for the Navy Yard, it is anticipated that a significant number of low and moderate income housing units will be built. This new Master Plan significantly increases the residential component of the Navy Yard.

A Harborpark Neighborhood

Harborpark is a planning concept which seeks as its goal the orderly and balanced growth of Boston's waterfront. By promoting a mix of public interests and benefits with private Harbor uses, Harborpark encourages the creation of new jobs, investment, tax revenue, housing, and public access to the Harbor.

The Charlestown Navy Yard is an integral part of this effort. Occupying approximately 100 acres of the Charlestown waterfront in Boston's inner harbor, the Navy Yard is now becoming Boston's newest mixed-use harborfront community. The Navy Yard presents an opportunity to create a new neighborhood from an abandoned naval shipyard, to put new housing on unused piers, create new job opportunities on currently vacant land, and to preserve and reuse valuable and architecturally significant buildings that are a part of Boston's heritage.

Harborpark is based on a set of fundamental planning principles which endorse public access, urban design standards and a set of public benefits -- recreational, cultural, educational and economic -- which should result from development on Boston's harbor.

Central to the concept of Harborpark are the goals of ensuring that all people have access to the water's edge and access to the waterfront's economic and physical opportunities. The Harborpark Plan, as expressed in planning for the Navy Yard, will satisfy these goals in the following ways:

- By encouraging a balanced mix of private development with public improvements. At the Charlestown Navy Yard approximately $11 million in public improvements on streets, sidewalks, utilities, and a public park and marina has to date leveraged approximately $240 million in private development.

- By proposing the creation of a continuous waterfront walkway that will ensure access along the Yard's piers, around its two drydocks and right up to the water's edge. This walkway will connect Charlestown to all of Boston's waterfront neighborhoods and is being built largely by developer contributions.

- By establishing guidelines and criteria for private developments to ensure their compatibility with the character of the waterfront. This document will unveil a new Master Plan for the Charlestown Navy Yard which will address a development and urban design concept for all of the remaining vacant parcels in the Yard. This new plan will set forth new guidelines to ensure that new development is compatible with both the existing historic buildings and with other waterfront development in Boston.

- By proposing a series of public spaces and public facilities which will provide opportunities for recreational and cultural activities. In the Charlestown Navy Yard many significant new open spaces are being created including the 16-acre Shipyard Park which has a tot lot and fountain, a meadow-like character, a public docking facility at Pier 4, and when completed a promenade around Drydock 2. Shipyard Park also has a public performance area for use by artists and musicians. New pocket parks will be created such as Anchor Park, once an outdoor storage area used by the Navy. Historic Flirtation Walk, where Charlestown residents once promenaded, will be recreated. In addition, the creation of a wintergarden is being explored. Two new museum displays relative to the Navy Yard's shipbuilding past will be developed in the Chain Forge building and at the Ropewalk.

This update on Harborpark's Charlestown Navy Yard discusses the history of the Yard as a working naval shipyard, its transfer to the BRA, and the development projects under review and construction there. It also unveils a new Master Plan that will guide future development in the Navy Yard as well as a new open space plan for the creation of exciting parks, walkways, and docks.

HARBORWALK



A wood planked walkway will eventually extend along the harbor's edge from Shipyard Park to the Little Mystic Channel. This harborwalk will be an integral part of Harborpark, which seeks to provide public access to the entire downtown waterfront. one quarter of the walkway is now in place.

1



Charlestown Community Profile

Population

Between 1980 and 1985, Charlestown's population had increased by 20%. At that date, 2,700 more people were resident than in 1980, more than reversing the 2,000 person loss from 1970-1980. This increase is significant in a small neighborhood such as Charlestown with a population of only 16,092 or 2.6% of the Boston total.

The median age of Charlestown residents was 32.5 years; one of six residents were aged 35-44, versus one in eight city-wide. Also, in 1985 38% of the population had a college degree, versus only 10% in 1980; 87% of Charlestown's adults had finished high school in 1985, compared to 64% in 1980 and 54% in 1970. Those holding professional and managerial jobs increased from 12% to 26%. The median household income in 1984 was $22,700, a rise in rank from eighth to fifth of 16 Boston neighborhoods since 1919.

Blue-collar worker and operatives have declined to 8 and 5½% of all workers, reflecting the changing nature of work in Charlestown and in the economy as a whole. Two large manufacturers, Schrafft's Candy and Revere Sugar closed in 1984, idling 1,200 workers. The Schrafft plant was recently re-opened as a high-tech facility for manufacturing and research and development. An unemployment rate of eight percent remains above the city average of five percent. However, development in the Navy Yard will eventually add approximately 4,600 new jobs to Charlestown.

Housing Stock

Charlestown housing stock increased by 11% between 1980 and 1985, to 6,767 dwelling units. Vacancy fell from 14% to 10%, largely accounted for by reclamation of boarded-up Boston Housing Authority units, (235 of which remain vacant). Of all occupied housing, 64% was rented. The median gross rent was $320 in 1985. Rents rose by one-third since 1980, exactly matching the rate of consumer inflation over this period.

Housing Values

Housing values have grown at a remarkable rate over the past three decades. The 1955-1975 growth rate was the strongest in the city, with prices increasing at double the city's average rate. Since 1975 property has appreciated even faster, part of the overall city-wide trend. Average Charlestown home prices have doubled in the two years between 1983 and 1985. A single family home which sold for $21,260 on average in 1975 rose to $127,717 in 1985. Charlestown's success as a desirable walk-to-work neighborhood has been a two-edged sword, however. As rising values have increased homeowner wealth, the neighborhood has become less affordable to these homeowner's children.

Creation of new housing in the Navy Yard is helping to accommodate the intense demand for housing in the city of Boston. Within the Navy Yard, already 527 units have been completed and are tenanted, 31% of which are subsidized for the elderly.

These subsidized units are in Building 103, where approximately a third of the renters are Charlestown residents. Another elderly development planned for the future is the adjacent Building 104 where approximately 48 additional units could be accommodated.

Housing projects under construction or being reviewed in the Navy Yard would add 360 units including Parcel 4A, which will be developed for 39 units of affordable ownership housing by Immobiliare New England and the Bricklayers Union and will have 70% of all units reserved for Charlestown residents. Prices would range from $72,000 to $78,000. In addition, nine units in Building 106 will be sold to elderly residents at half market rates. At completion, the Navy Yard could have as many as 2,200 units of housing.

Public Investment

Public Investment in Charlestown since the 1970s has been wide-reaching, even disregarding the substantial public investment in the Navy Yard. The BRA's activities in the Charlestown Urban Renewal Area, Massport's investments in the Moran Cargo Terminal and Hoosac Pier, and the state's construction of a new college have had a significant impact on the neighborhood.

Since 1978, the BRA's Charlestown Urban Renewal Area (which includes almost all of Charlestown) has appropriated $14.4 million from city, state and federal sources for major capital improvement. Approximately $5 million is being spent to reconstruct Main and Warren Streets, and ten other thoroughfares. Transportation problems were mitigated in the Sullivan Square Area and at the Alfred Street Bridge. City facilities such as the Charlestown branch library, police and fire stations, and pool and playgrounds have been approved for improvements. All of these investments have or will markedly improve the livability of the Charlestown neighborhood.

Massport's investments in the Moran Cargo Terminal and Hoosac Pier have helped preserve jobs on the waterfront despite the decline of port traffic. $36 million was spent between 1973 and 1985 on modernizing the Moran Terminal. Massport also spent 4.5 million in infrastructure improvements necessary to prepare Hoosac Pier for an office, restaurant and park development.

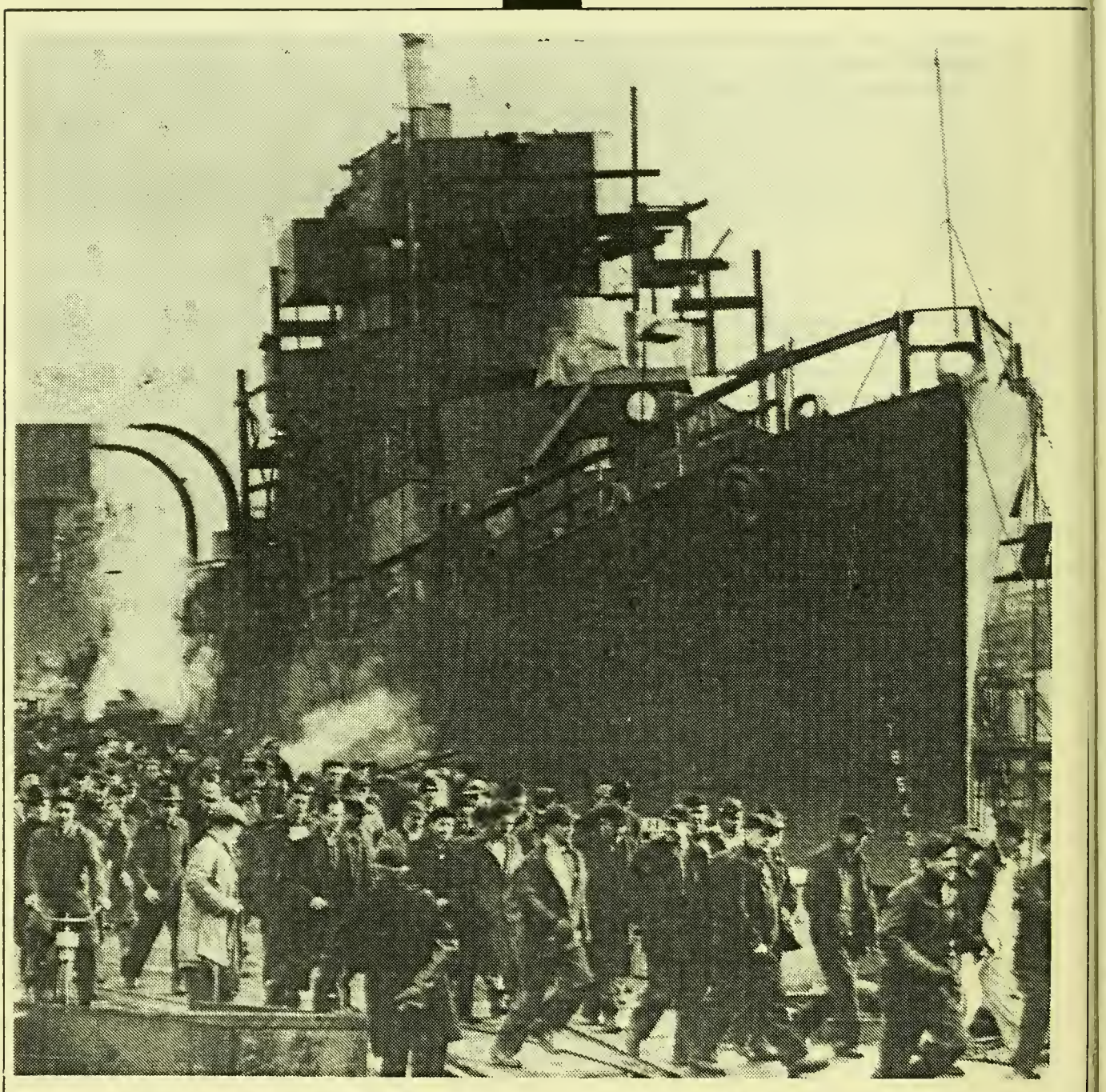
The state invested over 20 million in the 1970s in the creation of Bunker Hill Community College. The state is also just embarking on a complete rebuilding of the route 1 interchange, which will have substantial benefit in removing an elevated expressway from City Square and opening up new development parcels.

Private Development

More than $110 million is being spent to build or rebuild Charlestown's homes and work-places outside the Navy Yard. Well over one-third of this investment is going to preserve the neighborhood's important industrial base. The rescue of the Hood dairy plant and the transformation of the former Schraffts candy plant into an electronics and technology center are very important to the neighborhood and the city in order to preserve a manufacturing base.

About one-fourth of this private investment is aimed at housing; 469 dwellings are being developed, both in new construction and in renovation of existing structures. The City Square area has witnessed a large concentration of development activities including 120 units of elderly housing at the St. Mary's school site, 82 condominium units in the Austin Block project, 60,000 square feet of commercial space at historic Rhonan Hall, and the Tontine Crescent project which will produce 52 condominiums and 19 rental units.

2



Description of the Charlestown Navy Yard

I History and Development

In 1800 the U.S. Government bought 43 acres of land and mudflats in Charlestown to establish one of the first Naval Yards in the country. The U.S. Navy, itself only three years old, sought to build and repair its own ships, rather than depend on private yards. The marshy shore at the confluence of the Charles and Mystic Rivers in Boston's inner harbor was a prime spot, both well protected and fully accessible. The Navy Yard joined the many other yards and piers in Boston Harbor, in what was a pre-eminent shipping and ship-building center in America.

Many notable ships were built in the early years, including the "Boston" in 1799, and the frigate "Independence" in 1814. Innovations included one of the first use of "shiphouses" in 1813 which allowed for the construction of ships undercover. In 1815, a naval training school was established which was a precursor to the Naval Academy at Annapolis.

In the first quarter of the century, the yard was characterized by small federal style brick buildings and wooden sheds, including the huge shiphouses. In 1827, responding to the haphazard growth of the Navy Yard, the U.S. Congress ordered a reassessment. Alexander Parris (designer of Quincy Market) was hired as chief architect in 1828 and produced a plan which has survived in modified form ever since. Patterned after classical city grids, with five broad avenues and seven cross streets, it dictated the scale and organization of subsequent building. Once a road running along the high water line, Second Avenue became an elm-lined street and the major axis for the Navy Yard in the 19th century.

Beginning in 1832, the granite buildings designed by Parris began to reinforce the order established by his plan. Most of his carefully executed federal-style structures were built in the northwestern area of the Navy Yard, where many still survive, including the 1,350 foot long Ropewalk. This granite structure provided all of the rope requirement of the Navy for 115 years. Parris was succeeded as chief architect by Joseph Billings in 1854, who added similarly scaled brick buildings built in the Roman revival style, including the octagonal Muster House and Building 42, built as a machine shop and the largest building of its era in the Navy Yard. Also in this period, one of the first two drydocks in the country was begun in 1827. The U.S.S. Constitution was both the first and the last vessel to use this facility.

One of the most famous ships constructed at the Yard was the "Merrimac" (1854-55), which was converted into an ironclad after its seizure by the Confederacy during the Civil War. During the war, the capacity of the yard increased enormously. Thirty-nine ships were built between 1861 and 1865, and many others equipped and repaired. From the end of the Civil War until the turn of the century, physical change occurred slowly in the Navy Yard. The facility shifted away from building to repair and equipment of the changing U.S. Navy, which had abandoned sailing ships for propeller-driven steel-hulled vessels.

In the beginning of the 20th century, a national initiative to create a world class navy created another building boom for the Navy Yard. New land filling operations began, a second dry dock was constructed, and a number of

steel-frame, brick veneer loft style buildings were constructed. At first these were ornamented with Colonial or Renaissance revival details, but by World War 1 they were built in a stripped down factory style. Twentieth century changes in the Navy Yard, such as the extension of railways and WPA building efforts, destroyed many of the visual amenities of the 19th century Parris plan. In lieu of dry docks, a marine railway was constructed in 1918 for transporting ships to dry land and train tracks were introduced to most of the avenues.

During WWII, the Navy Yard was at the peak of productivity: 165 ships over 100 feet long were built, three times more than the total of all previous years. Many streets from Parris' grid were filled with temporary structures, and the northeast corner of the yard was built up with multi-story steel-frame and concrete-reinforced factory buildings.

Shipbuilding slowed dramatically after WWII, although submarine construction and ship retrofitting continued. No new buildings were added prior to the decommissioning of the Navy Yard in 1974. Since that date, many of the WWII era storage sheds and garages have been removed to clarify the obscured 19th century plan.

II The Transfer to BRA

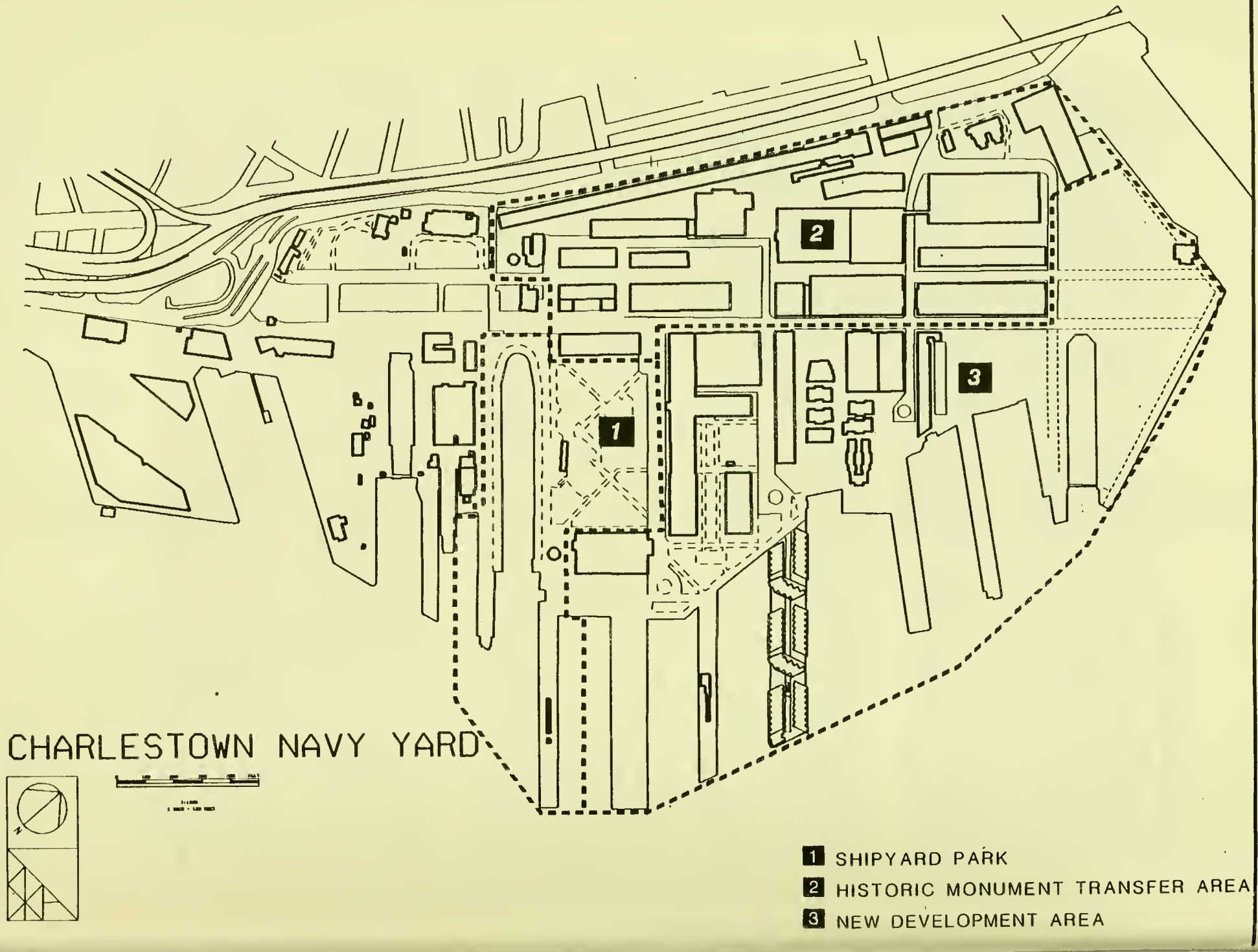
The Charlestown Navy Yard was closed by the Department of Defense on July 2, 1974 after 174 years of active operation. When it was decommissioned in 1974, the Navy Yard consisted of approximately 121 acres (83.9 acres of land, 46.07 acres of water and 1.34 acres of marine railway). Following its decommissioning, the Navy Yard was disposed of by the General Services Administration as surplus property. The southernmost portion approximately 30 acres was included as one of seven sites in the 1974 Boston National Historic Park bill, to be operated by the National Park Service in cooperation with the U.S. Navy. This portion of the Yard includes the U.S.S. Constitution, the destroyer Cassin Young, the U.S.S. Constitution Museum, Dry Dock 1, and the 19th-century Commandant's House. Today more than 650,000 people visit the Park each year.

The Boston Redevelopment Authority applied to the federal government for transfer of the remaining 105-acre portion of the Navy Yard. The property was transferred in three sections: the Historic Monument Transfer Area, an approximately 30-acre portion where most of the Yard's historic structures are concentrated; Shipyard Park, approximately 16 acres being developed as a public park with an outdoor performance area, children's play area, wading pool and fountain, pedestrian waterfront promenade, public marina, and a permanently flooded drydock; and the New Development Area, approximately 57 acres being developed by the firm of Immobiliare New England (INE).

The Historic Monument Transfer Area was transferred to the BRA for $1.00 with a deed restriction that the buildings be restored in an historically sensitive manner according to design guidelines determined by the National Park Service and the BRA. The property was to be held in perpetuity by the BRA. Similarly, the Shipyard Park parcel was also transferred for $1.00 contingent upon the BRA's constructing a public park on the site and that the site be maintained solely for public recreational purposes. The New Development Area was purchased for $1.7 million by the BRA from the Federal government. This area includes a combination of rehabilitated structures and new construction by INE.

In 1976, the BRA incorporated the Navy Yard into the Charlestown Urban Renewal Plan to insure the careful and orderly development of the area. The Yard's zoning was then changed according to the plan to allow for the development of commercial, residential and light industrial uses. Because of its historic and architectural significance, the entire Navy Yard was listed on the National Register of Historic Places.

Beginning in early 1978, the BRA undertook a massive public improvements project in order to prepare the Navy Yard for commercial and residential development. These improvements included the demolition of several non-contributing structures; the construction of new streets, sidewalks and utilities; and the start of the construction of Shipyard Park. To date, approximately $8.3 million in public investments has been made on street and sidewalk reconstruction and another $2.7 million on the first two phases of Shipyard Park.


CHARLESTOWN NAVY YARD
1 SHIPYARD PARK
2 HISTORIC MONUMENT TRANSFER AREA
3 NEW DEVELOPMENT AREA

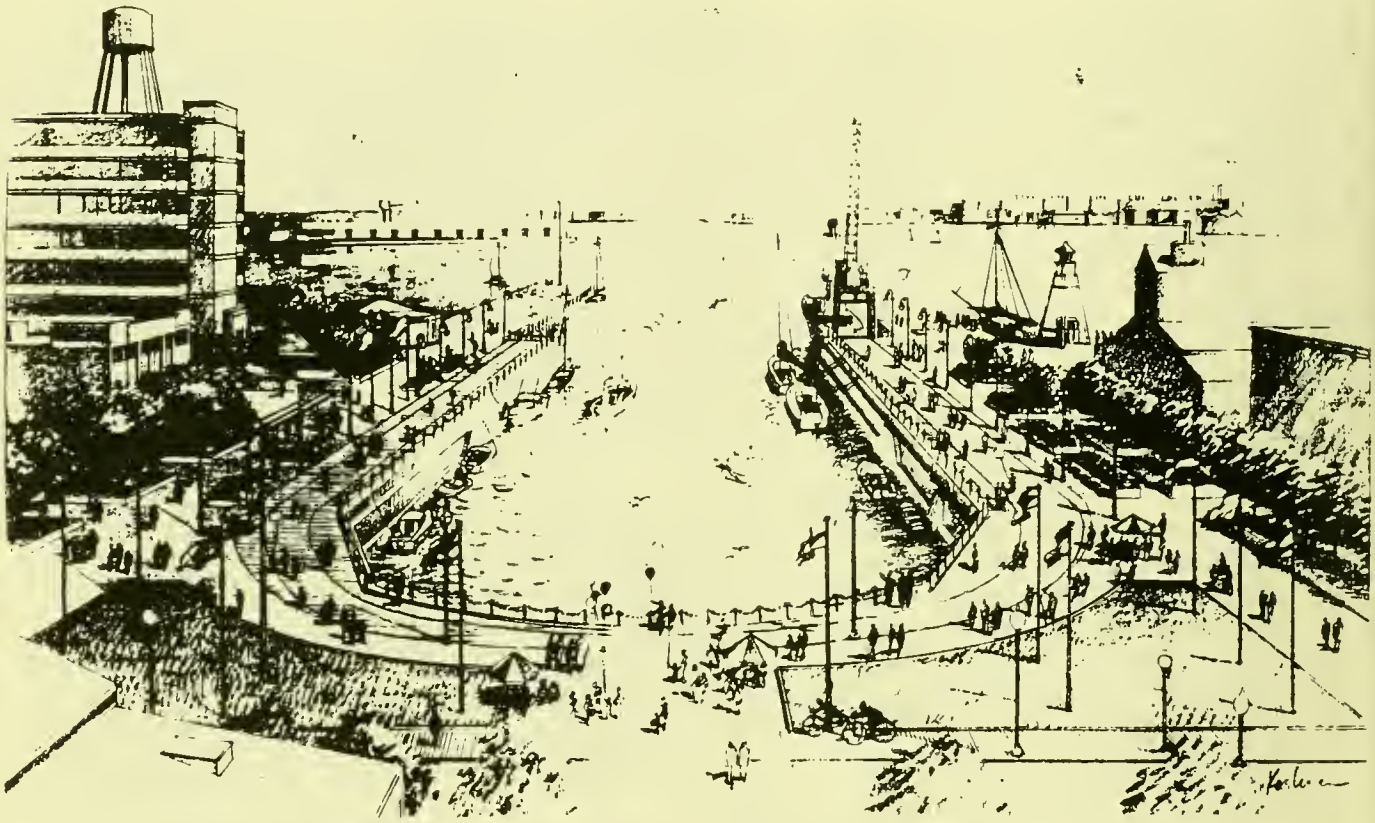
III The Navy Yard Today

Shipyard Park

Shipyard Park is a 16-acre public open space situated in the Navy Yard so as to emphasize the spectacular vistas of Boston's skyline. It is comprised of a large, gently rolling landscaped area which has tree-lined paths, shrubs, flower beds, a children's playground, a large granite fountain designed to evoke the industrial quality of the Yard, and a performance pavilion comprised of a segment of Building 196 which once stood on the site. This area, known as phase I of Shipyard Park, was completed in 1982 at a total cost of $2.3 million. In front of the landscaped section is Pier 4, Town Landing, developed at a cost of $474,380. It has a public dock with 50 slips for short-term boat mooring and facilities for tour boats, commuter boats, and water taxis. Many public waterfront festivities take place on or in proximity to Pier 4, such as the Tugboat Muster, the Antique Boat Regatta, and the BRA's Harborpark Day. In the fall of 1986, the U.S. Navy will commission its newest ship, the Aegis cruiser Bunker Hill, at the Navy Yard between Piers 4 and 5.

The third phase of Shipyard Park is expected to be under construction soon. This phase includes the historic Dry Dock 2 which dates from the 1890s. Dry Dock 2 is permanently flooded and will have a pedestrian promenade constructed around its perimeter with Bishop's Crooks lighting, landscaping, nautical flags and benches. Public investment in this third phase of Shipyard Park will amount to approximately $1.9 million. The landscape and fence improvements will also serve to unite and integrate the Park with the Boston National Historical park area which abuts Dry Dock 2 facilitating circulation between the areas.

The next phase of Park development will be the rehabilitation of Pier 3 and the fitting of Dry Dock 2 with floating docks to allow for active small boat use, a water taxi stop, and the periodic docking of visiting tall ships. With this effort, exhibits of historic and nautical importance can be accommodated on Pier 3 thereby complementing the U.S.S. Constitution moored nearby. Presently, the New England Historic Seaport (NEHS) has been given a license from the BRA to dock the Spirit of Massachusetts, a hand-built wooden replica of a turn-of-the-century fishing vessel and the Nantucket Light Ship at Pier 3. NEHS sponsors sea education programs for young people, sail training cruises on the Spirit, and a maritime history program for local teachers. With the rehabilitation of Pier 3, which needs substantial structural work, such programs could be greatly expanded.



A monumental sculpture celebrating the workers of the Charlestown Navy Yard will be commissioned and will stand at the head of Dry Dock 2 in Shipyard Park.

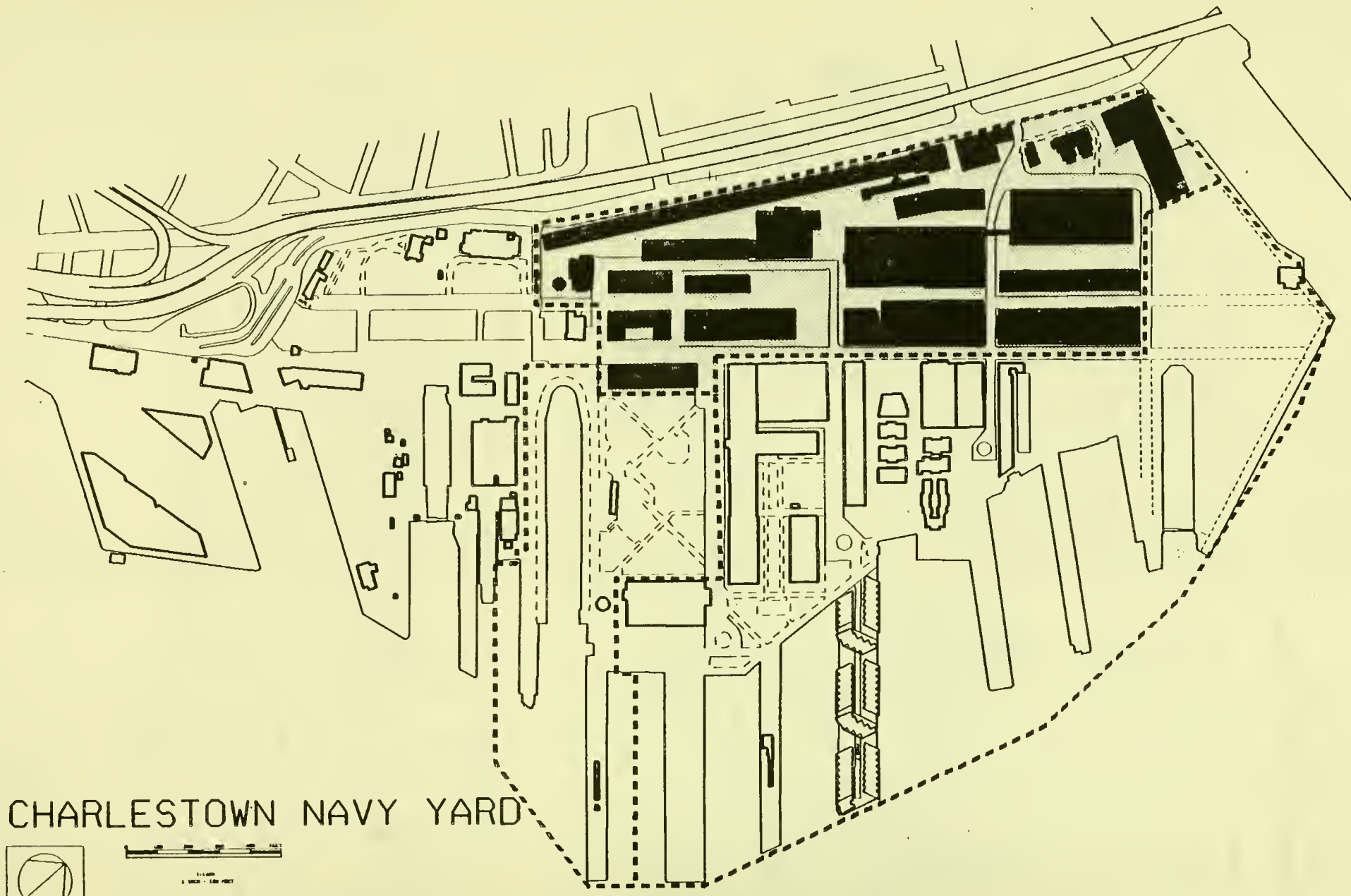
Historic Monument Transfer Area

The Historic Monument area, a 30-acre portion of the Navy Yard which stretches from Gate 4 to the Little Mystic and up to approximately First Avenue, includes buildings dating from the 1820's through the World War II era. Among them are granite warehouses built in the 1830's and 40's, and later 19th century brick and granite structures which reflect advancing building technology in their larger size and robust architectural treatment. A number of small brick buildings show the influence of various Victorian styles while World War I and II area structures are strongly industrial in appearance.

The buildings in the Historic Monument area are offered for development by the BRA on a long-term lease basis, rather than sold. Annual base rent is calculated as an amount per square foot of the improvements made to the building. The most recent leases negotiated by the Authority required the payment of $1.00 per gross square foot totalling over $1 million annually. Developers pay half this amount during the construction period. In addition, developers are required to pay $.05 per gross square foot into a Common Area Maintenance Fund which funds the upkeep of common spaces such as parks. An additional $.05 per square foot is paid for security services throughout the Yard. Finally, an annual payment of 15% of net operating revenues is also paid by the developer to the BRA.

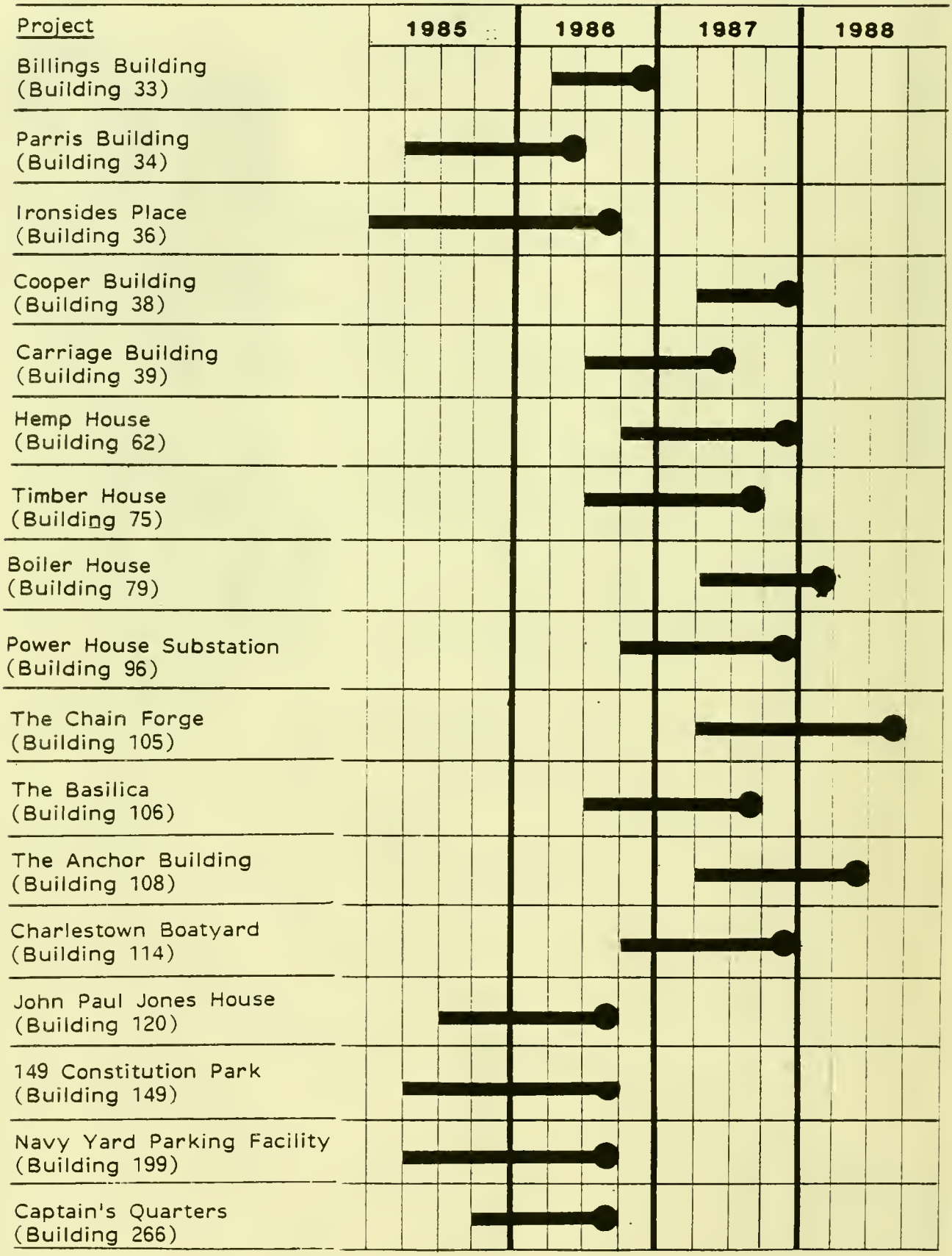
The rehabilitation of buildings in the Historic area is governed by design guidelines for the preservation of the exterior elements of the buildings. These guidelines were outlined in an agreement between the BRA and the National Advisory Council on Historic Preservation which became part of the conditions of transfer of the buildings from the federal government to the BRA. The guidelines have received national recognition, including a 1980 Urban Design Citation from Progressive Architecture. The guidelines help to insure that the architectural integrity and historical character of these buildings are preserved as they are rehabilitated for new and productive uses.

There are 22 buildings and one development parcel in the Historic Monument Area. Two buildings are not available for development - Building 107, owned by the National Park Service is used for storage, and the Muster House, currently a BRA site office, will eventually be the main public information center for the Yard. Of the remaining 20 buildings, 17 are undergoing rehabilitation. Seven buildings are expected to be completed in 1986 representing 1,400,500 square feet of commercial space, including a 1,388 space garage. In 1987, another seven buildings or 417,800 square feet will be completed representing 298,400 square feet of commercial space and 92 condominium units and associated parking. 1988 completions would amount to an additional 201,000 square feet of commercial space and 15 housing units. Future development expected includes the as yet undesignated Parcel 150, between 2nd and 3rd Avenues, which will most likely be developed as a mixed-use housing and retail project. In addition, the historic Ropewalk Complex (Buildings 58 and 60) will be developed in conjunction with the National Park Service and a portion will be set aside as an interpretative museum of ropemaking.


CHARLESTOWN NAVY YARD
HISTORIC MONUMENT TRANSFER AREA

DEVELOPMENT CALENDAR

Historic Monument Transfer Area



DEVELOPMENT MAGNITUDE

HISTORIC MONUMENT TRANSFER AREA

Project	Size						
	GSF (000s)	Office (000s)	Retail (000s)	Residential (000s)	Parking (000s)	Light Industrial (000s)	Marina Slips
Billings Bldg. (33)	53.0	41.0	12.0	--	--	--	--
Parris Bldg. (34)	49.0	36.0	13.0	--	--	--	--
Ironsides Place (36)	65.0	56.0	9.0	--	--	--	--
Cooper Bldg. (38)	40.0	31.0	9.0	--	--	--	--
Carriage Bldg. (39)	94.0	72.0	22.0	--	--	--	--
Hemp House (62)	42.0	42.0	--	--	--	--	--
Timber House (75)	24.0	24.0	--	--	--	--	--
Boiler House (79)	19.0	--	--	19.0	--	--	--
Power House = Substation (96)	5.4	5.4	--	--	--	--	--
Chain Forge (105)	130.0	85.0	15.0	--	--	--	--
Basilica (106)	119.4	--	--	96.9	22.5	--	--
Anchor Bldg. (108)	71.1	71.1	--	--	--	--	--
Charlestown Boatyard (114)	93.0	30.0	15.0	--	--	48.0	77
John Paul Jones House (120)	16.0	16.0	--	--	--	--	--
49 Constitution Park (149)	650.0	610.0	40.0	--	--	--	--
Navy Yard Parking Facility (199)	545.0	--	--	--	545.0	--	--
Captain's Quarters (266)	22.5	22.5	--	--	--	--	--
TOTALS	2,038.4	1,142.0	135	115.9	567.5	48.0	77

ECONOMIC BENEFITS

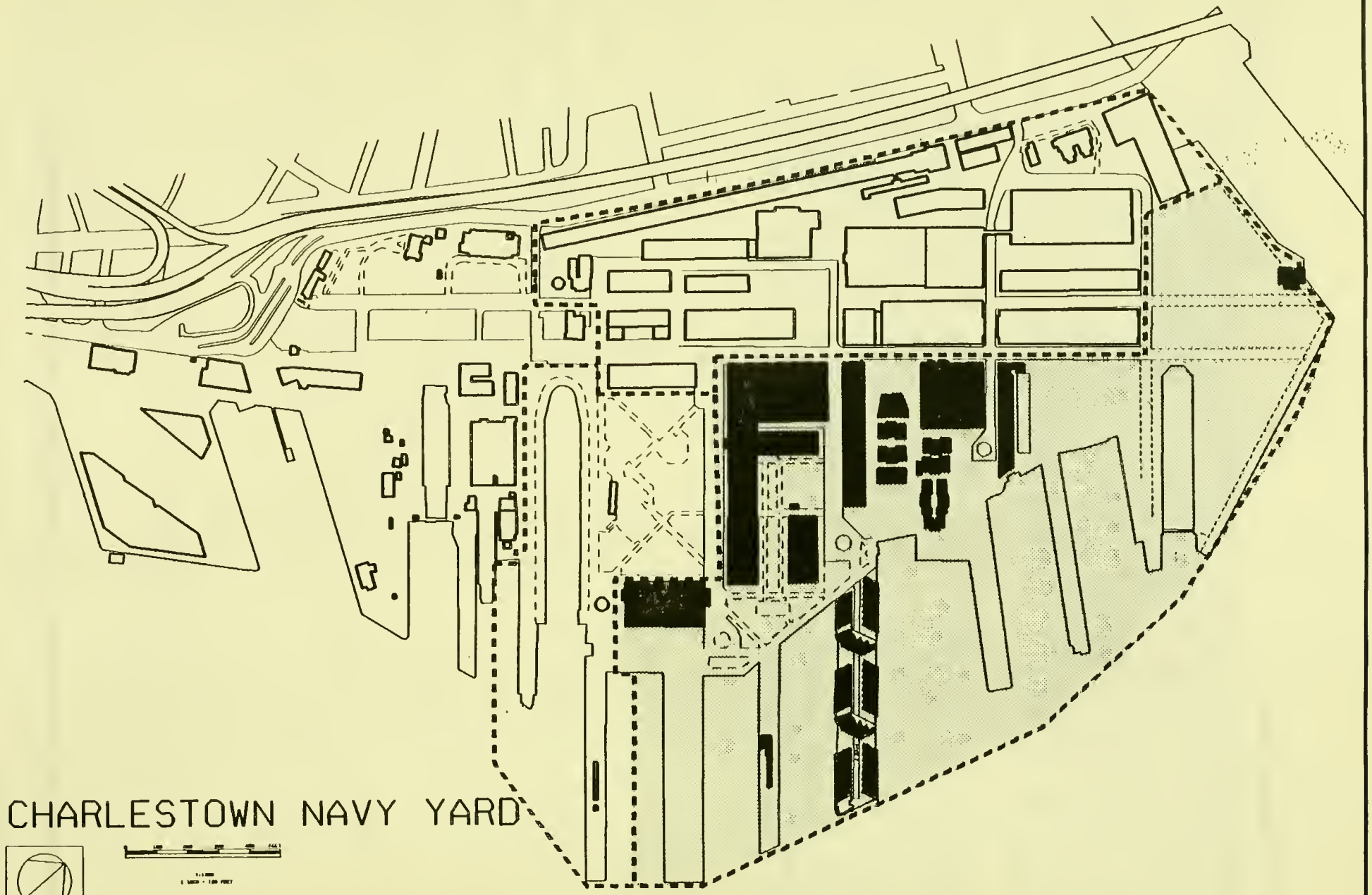
Project	Cost	Revenues		Jobs	
	Total Development (000s)	Net New Taxes (000s)	Linkage Payments (000s)	Permanent	Construction
Billings Bldg. (33)	$ 3,400	$ 89.5	$ 149.6	174	51
Parris Bldg. (34)	4,500	118.5	142.8	157	67
Ironsides Place (36)	6,000	158.0	50.0*	217	89
Cooper Bldg. (38)	4,000	98.1	115.6	104	59
Carriage Bldg. (39)	6,500	159.4	272.0	349	97
Hemp House (62)	4,000	98.1	42.0*	155	59
Timber House (75)	3,000	73.6	12.5*	80	45
Boiler House (79)	1,800	21.3	19.0*	1	29
Power House Substation (96)	688	16.9	5.0*	17	10
Chain Forge (105)	15,600	270.1	130.0*	343	232
Basilica (106)	9,500	139.4	45.0*	2	152
Anchor Bldg. (108)	7,900	185.6	71.0*	258	117
Charlestown Boatyard (114)	7,200	176.6	40.0*	207	107
John Paul Jones House (120)	1;600	42.1	8.0*	67	24
149 Constitution Park (149)	48,000	1,263.7	2,700.0	2,293	713
Navy Yard Parking Facility (199)	12,000	315.9	--	5	178
Captain's Quarters (266)	2,000	52.7	11.2*	87	30
TOTALS	137,688.0	3,279.5	3,813.7	4,516	2,059

* Charlestown Navy Yard Fund

New Development Area

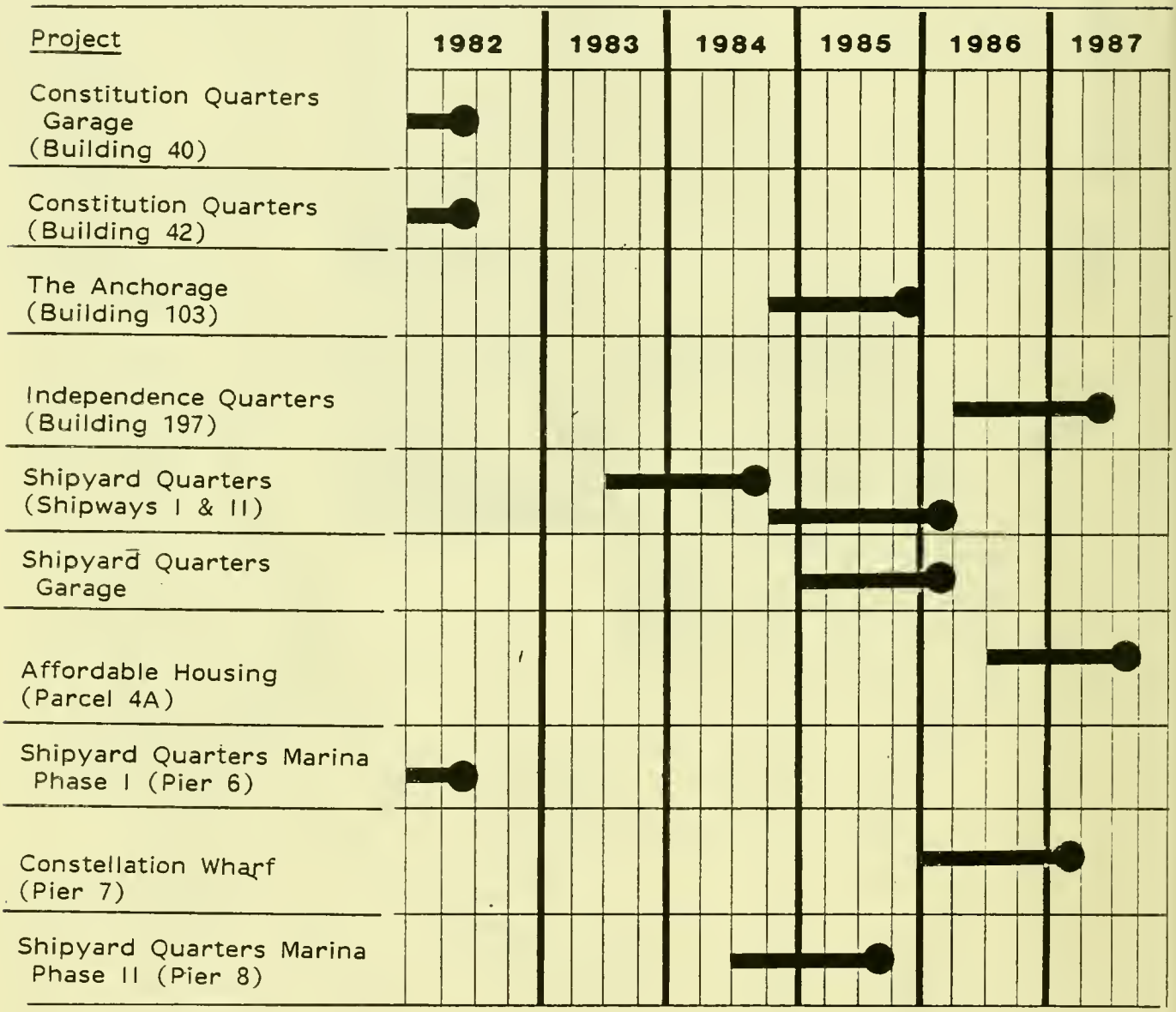
The New Development Area, which contains both rehabilitated buildings and new construction, includes most of the waterfront from Pier 5 to Parcel 7 on the Little Mystic Channel. It is being developed by Immobiliare New England. Primarily residential, this area offers some of the most dramatic views of the waterfront and the Boston skyline. Immobiliare was granted tentative designation as redeveloper of the area in February 1977 and final designation the following year in March. In April 1978, a 121A Agreement was approved wherein Immobiliare's property tax for Buildings 42, 103, 104 and two marina's would be based on a percentage of revenues received rather than at the current tax rate.

To date Immobiliare has completed 527 units of housing, 21% of which are subsidized units for the elderly. These include 367 rental units in Building 42; 112 elderly, subsidized rental units in Building 103 and 48 townhouse condominiums on the Shipways. They have also completed 350 marina slips along Piers 6 and 8, and 12,000 square feet of office space. Currently under construction is Building 197 and Pier 7. In the fall of 1986, Immobiliare will begin the construction of 39 units of moderately priced housing on Parcel 4A in conjunction with the Bricklayer's Union. These units, to be priced at approximately $72,000 to $78,000, will be marketed to Charlestown and Boston residents with moderate incomes.


CHARLESTOWN NAVY YARD
NEW DEVELOPMENT AREA

DEVELOPMENT CALENDAR

New Development Area



DEVELOPMENT MAGNITUDE

NEW DEVELOPMENT AREA

Project	Size				
	GSF (000s)	Office (000s)	Residential (000s)	Parking (000s)	Marina Slips
Constitution Quarters Garage (40)	120.0	--	--	120.0	--
Constitution Quarters (42)	300.0	--	300.0	--	--
Anchorage (103)	60.0	--	60.0	--	--
Independence Quarters (197)	200.0	--	155.0	45.0*	--
Shipyard Quarters (I & II)	94.9	12.0	82.9	--	--
Shipyard Quarters Garage	38.0	--	--	38.0	--
Parcel 4A (Affordable Housing)	45.3	--	45.3	4.6**	--
Shipyard Quarters Marina Phase I (Pier 6)	--	--	--	--	150
Constellation Wharf (Pier 7)	185.0	--	185.0	--	--
Shipyard Quarters Marina Phase II (Pier 8)	--	--	--	--	200
TOTALS	1,043.2	12.0	828.2	207.6	350

* some spaces not in building
** spaces not in building and not in gross square footage calculations

ECONOMIC BENEFITS

NEW DEVELOPMENT AREA

Project	Cost: Total Development (000s)	Revenues: Net New Taxes (000s)	Jobs: Permanent	Jobs: Construction
Constitution Quarters Garage (40)	$ 2,000	191.4*	1	30
Constitution Quarters (42)	28,000	*	5	454
Anchorage (103)	6,900	55.0	1	112
Independence Quarters (197)	25,000	$ 377.9	3	398
Shipyard Quarters (I & II)	8,000	129.8	45	92
Shipyard Quarters Garage	1,200	31.6	1	13
Parcel 4A (Affordable Housing)	3,700	45.8	1	43
Shipyard Quarters Marina Phase I (Pier 6)	3,500	43.9**	3	37
Constellation Wharf (Pier 7)	19,000	235.3	1	222
Shipyard Quarters Marina Phase II (Pier 8)	4,000	**	4	42
TOTALS	101,300	1,110.7*	65	1,443

* For Constitution Quarters Garage and Constitution Quarters.

** For Shipyard Quarters Marina Phase I (Pier 6) and Shipyard Quarters Marina Phase II (Pier 8).

IV. Navy Yard Development

Almost $240 million has been invested in or is committed to the revitalized Charlestown Navy Yard, the largest historic rehabilitation program in the United States. Below is a synopsis of Navy Yard development to date.

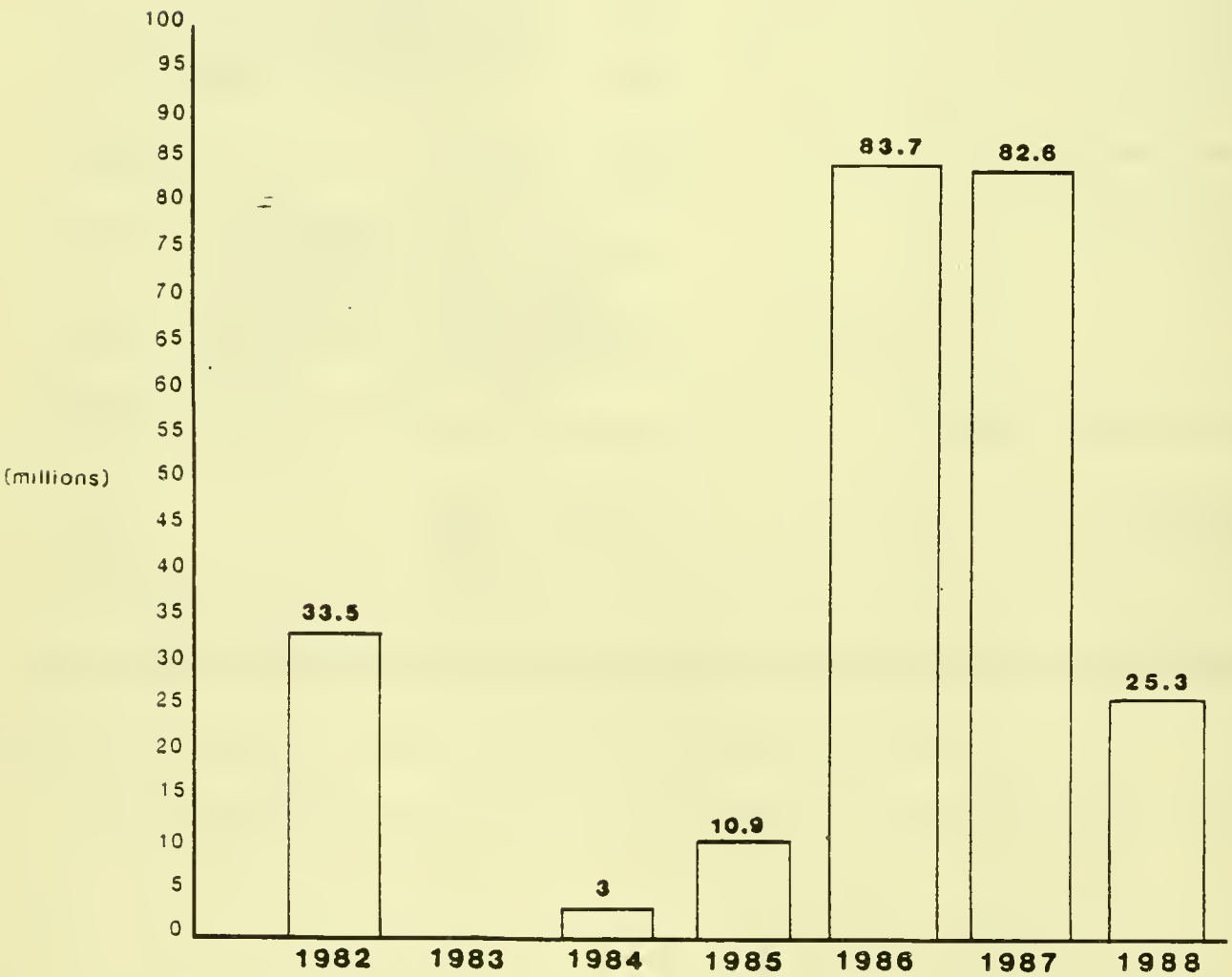
Charlestown Navy Yard
1986

Current Projects (Historic Monument Area and New Development Area)	27
Total Investment to date:	$238,988,000
Gross Square Feet:	3,081,600 GSF
Office:	1,154,000 GSF
Retail:	135,000 GSF
Residential:	944,100 GSF (890 units)
Light Industrial:	48,000 GSF
Parking:	775,100 GSF (2,159 spaces)
Marina slips:	427
Net New Taxes:	$ 4,390,200
Lease Payments:	$ 1,171,782/yr. plus percentage of operating revenues of commercial projects and percentage of sales prices of residential condominiums
Linkage/Community Fund:	$ 3,813,700
Jobs	
Permanent	4,581
Construction	3,502

V. Investment

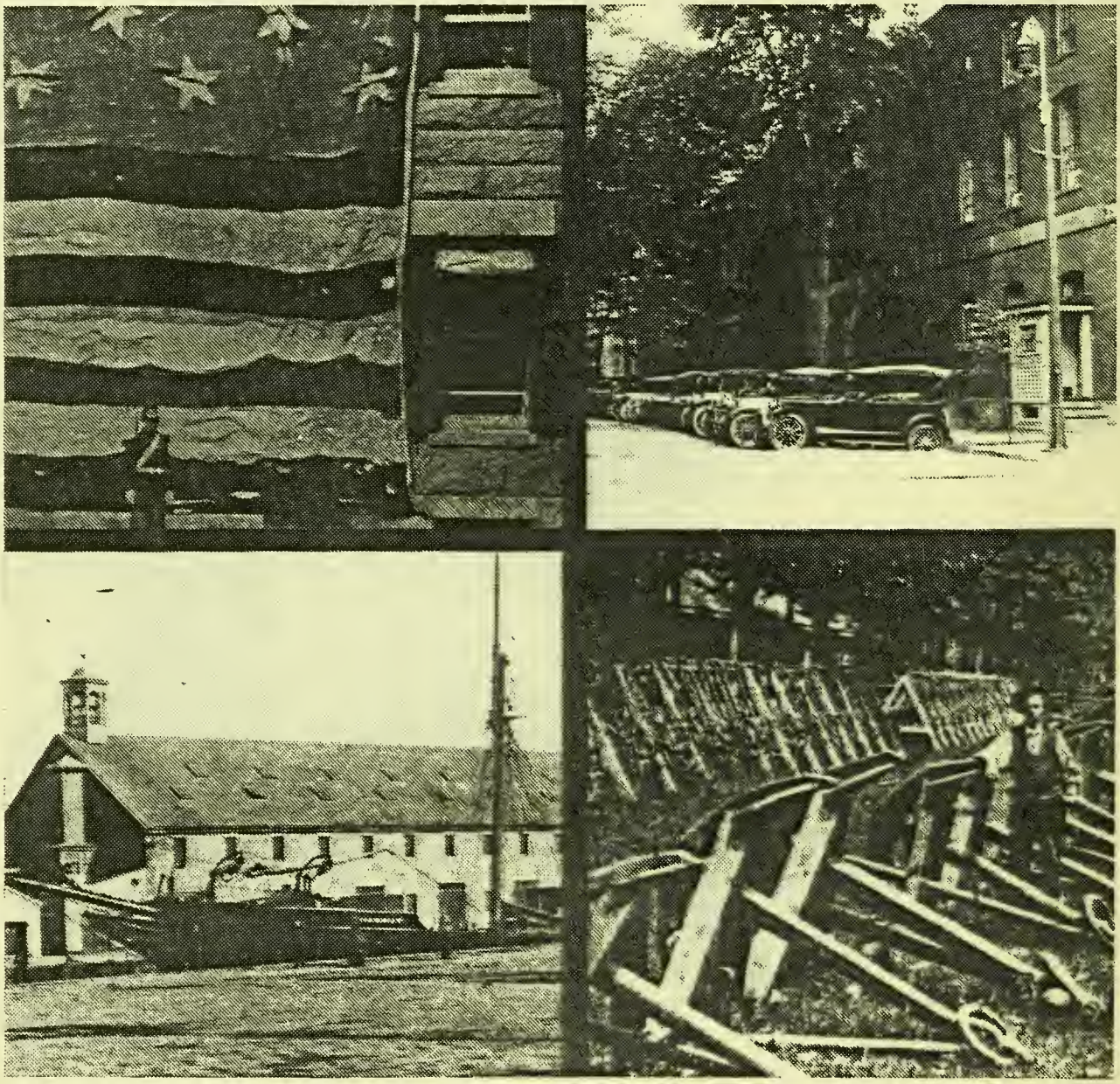
Almost $240 million has been invested in or is committed to the revitalized Charlestown Navy Yard for current projects. The relatively large investment of 1982 represents the initial investment by Immobiliare in Constitution Quarters, Building 42. During 1982 and 1983, a period of low investment, the BRA supervised the construction of public improvements which stimulated the investment of later years. The larger investments of the middle years represent the building of the Historic Monument Transfer Area and the continued investment by Immobiliare New England in the New Development Area.

INVESTMENT BY YEAR



Annual investment calculated by year of completion of individual projects

3



Project Descriptions

PROJECT LIST

HISTORIC MONUMENT TRANSFER AREA

Billings Building (33)
Parris Building (34)
Ironsides Place (36)
Cooper Building (38)
Carriage Building (39)
Hemp House (62)
Timber House (75)
Boiler House (79)
Power House Substation (96)
Chain Forge (105)
Basilica (106)
Anchor Building (108)
Charlestown Boatyard (114)
John Paul Jones House (120)
149 Constitution Park (149)
Navy Yard Parking Facility (199)
Captain's Quarters (266)

NEW DEVELOPMENT AREA

Constitution Quarters Garage (40)
Constitūtion Quarters (42)
The Anchorage Apartments (103)
Independence Quarters (197)
Shipyard Quarters (I and II)
Shipyard Quarters Garage
Parcel 4A - Affordable Housing
Shipyard Quarters Marina Phase I (Pier 6)
Constellation Wharf (Pier 7)
Shipyard Quarters Marina Phase II (Pier 8)

BILLINGS BUILDING - 33

Built in 1856 as a barracks, Building 33 is being rehabilitated for ground-floor retail use and upper floor office use.

DEVELOPMENT TEAM

Developer: Navy Yard Plaza Development Associates, Inc.
Architect: The Architectural Team, Inc.

PARCEL DESCRIPTION

Location: Bounded by 6th Street, 2nd Avenue, 3rd Avenue, and 7th Street

PROJECT DESCRIPTION

Gross Square Feet:	53,000
Office:	41,000
Retail:	12,000
Parking:	In building 199

SCHEDULE

Start of Construction:	2nd quarter 1986
Estimated Completion:	4th quarter 1986

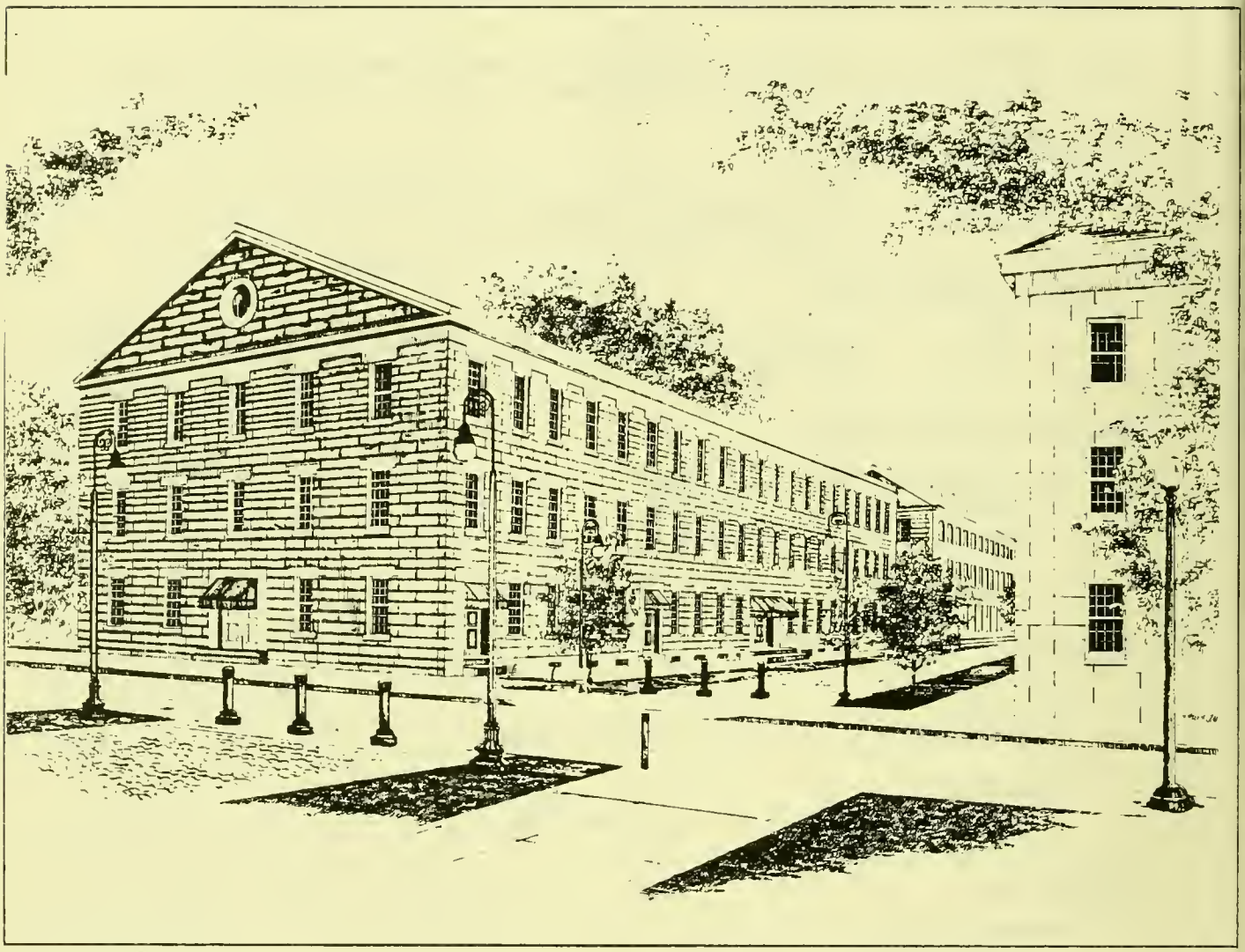
BENEFITS

Annual Taxes
- Existing: $0
- Upon Completion: $89,515

Employment
- Permanent Jobs: 174
- Construction Jobs: 51

Linkage: $149,600

Lease payments
- $35,624 annually
- $.10/SF annually for maintenance and security
- 15% annual net operating revenues



FINANCING

Total Development Cost: $3.4 million

Financing Sources:
Private: South Boston Savings, Boston

PARRIS BUILDING - 34

Building 34 was designed by Quincy Market architect Alexander Parris as a blue-print shop, but never completed to Parris' design. As part of its current rehabilitation for commercial uses, additions are being made at either end and a central courtyard will be created.

DEVELOPMENT TEAM

Developer: Navy Yard Plaza Development Associates, Inc.
Architect: The Architectural Team, Inc.

PARCEL DESCRIPTION

Location: Bounded by 2nd Avenue, 6th Street, 7th Street, and 2nd Avenue.

PROJECT DESCRIPTION

Gross Square Feet:	49,000
Office:	36,000
Retail:	13,000
Parking:	In Building 199

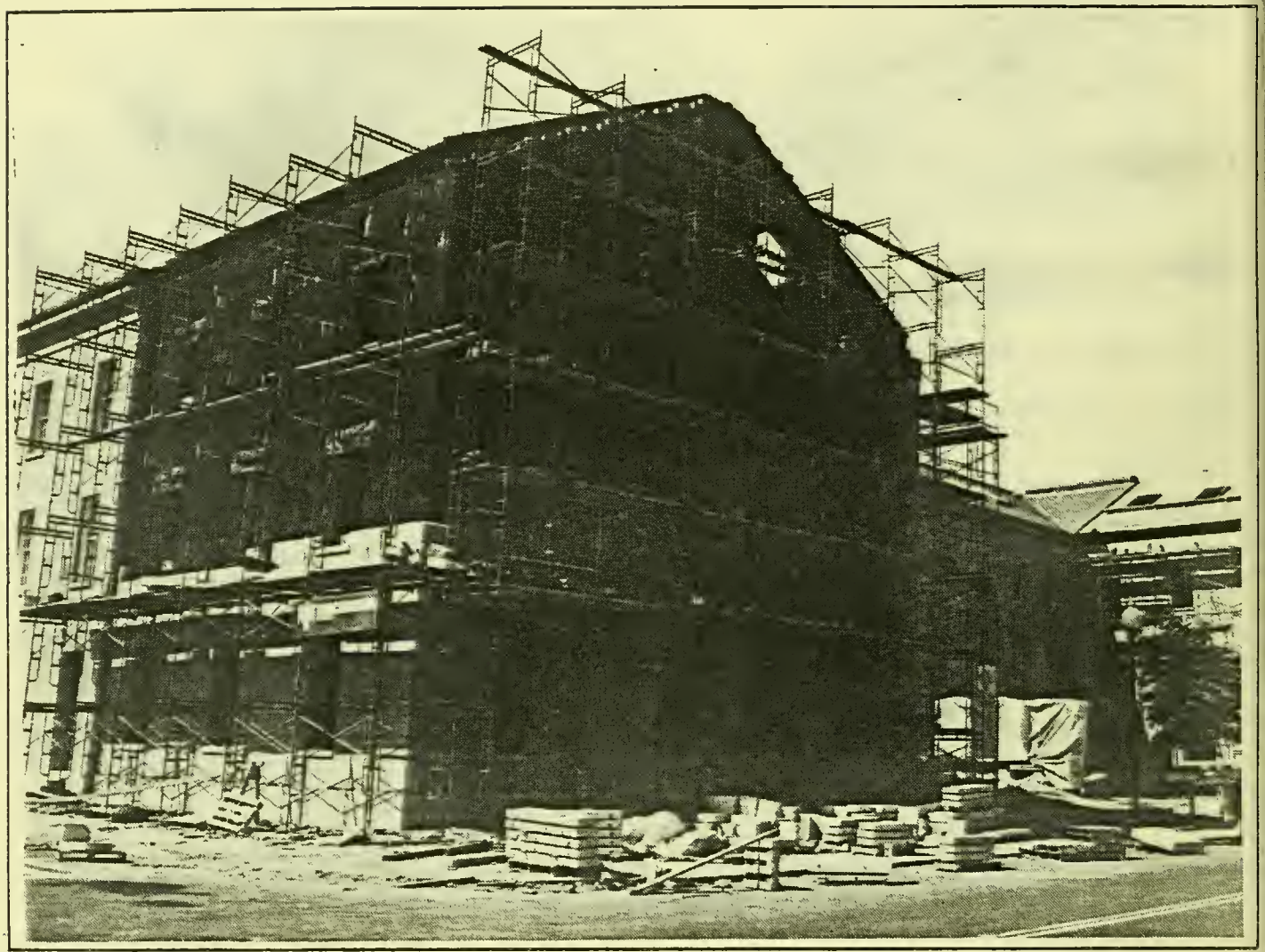
SCHEDULE

Start of Construction:	2nd quarter 1985
Estimated Completion:	2nd quarter 1986

BENEFITS

Annual Taxes	
Existing:	$0
Upon Completion:	$118,476
Employment	
Permanent Jobs:	157
Construction Jobs:	67
Linkage:	$142,800

Lease payments
$37,527 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



FINANCING

Total Development Cost: $4.5 million

Financing Sources:
Private: Boston Five, Boston

IRONSIDES PLACE - 36

Building 36, as with other nearby oblong granite buildings, is a fine example of the Boston Granite style. Built as a sail loft, it will house a restaurant with views of Shipyard Park and offices in upper floors.

DEVELOPMENT TEAM

Developer: Incubator Associates
Architect: Anderson Notter Feingold

PARCEL DESCRIPTION

Location: Bounded by First Avenue, 8th Street, and Shipyard Park

PROJECT DESCRIPTION

Gross Square Feet:	65,000
Office:	56,000
Retail:	9,000
Parking:	In Building 199

SCHEDULE

Start of Construction:	1st quarter 1985
Estimated Completion:	Completed except for greenhouse addition

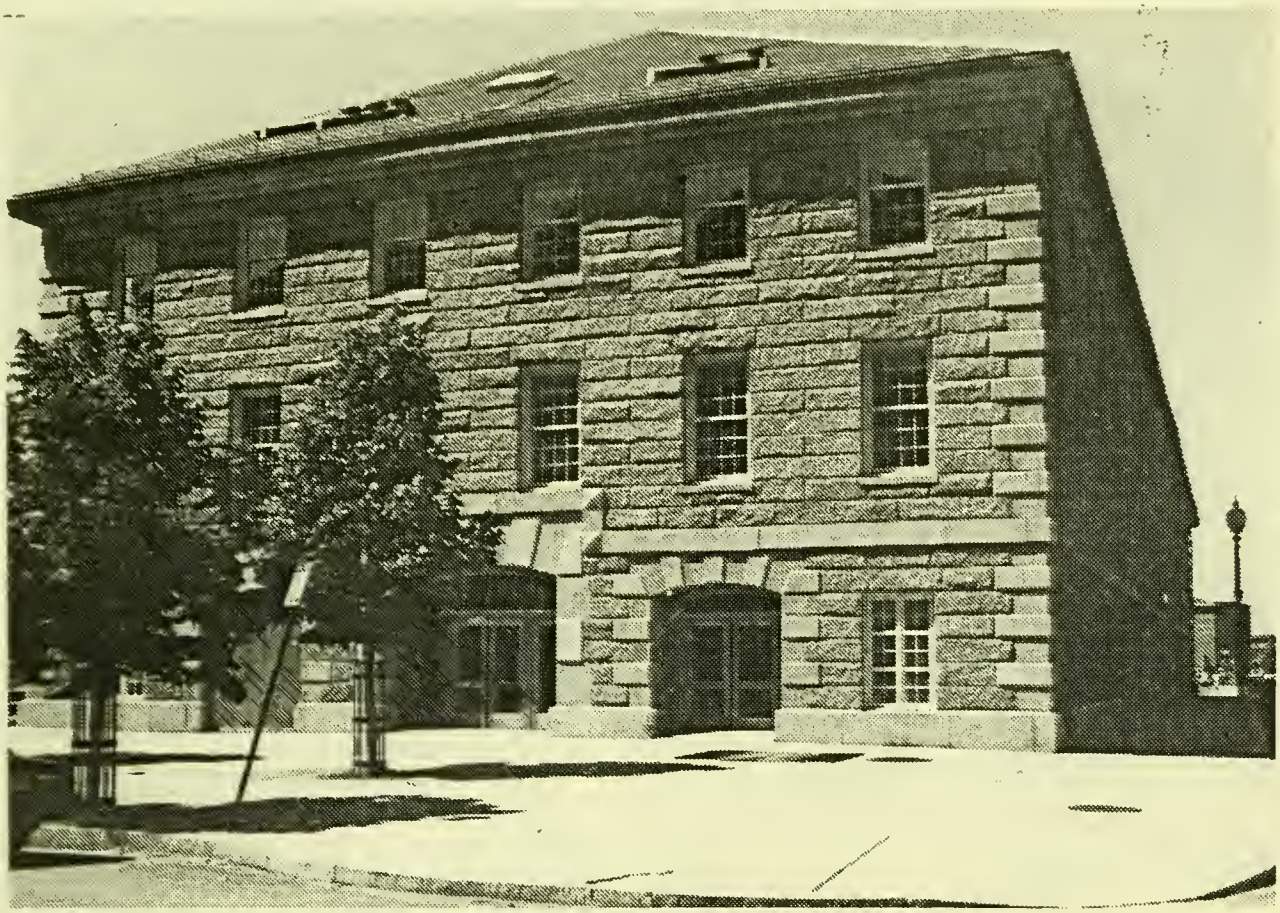
BENEFITS

Annual Taxes
- Existing: $0
- Upon Completion: $157,968

Employment
- Permanent Jobs: 217
- Construction Jobs: 89

Charlestown Navy Yard Community
- Fund Contribution: $50,000

Lease Payments
- $32,500 annually (cost of living adjustment after 5 years)
- $.05/SF annually for maintenance



FINANCING

Total Development Cost: $6 million.

Financing Sources:
Private: New England Merchants, Boston
Public: MIFA

COOPER BUILDING - 38

Designed by Billings in 1854 and used as a Library, Movie Hall, and Bowling Alley, Building 38 will be developed with retail uses along the ground floor of 2nd Avenue and office uses above.

DEVELOPMENT TEAM

Developer: Navy Yard Plaza Development Associates, Inc.
Architect: The Architectural Team, Inc.

PARCEL DESCRIPTION

Location: Bounded by 2nd Avenue, Parcel 150, 3rd Avenue, and 7th Street

PROJECT DESCRIPTION

Gross Square Feet:	40,000
Office:	31,000
Retail:	9,000
Parking:	In Building 199

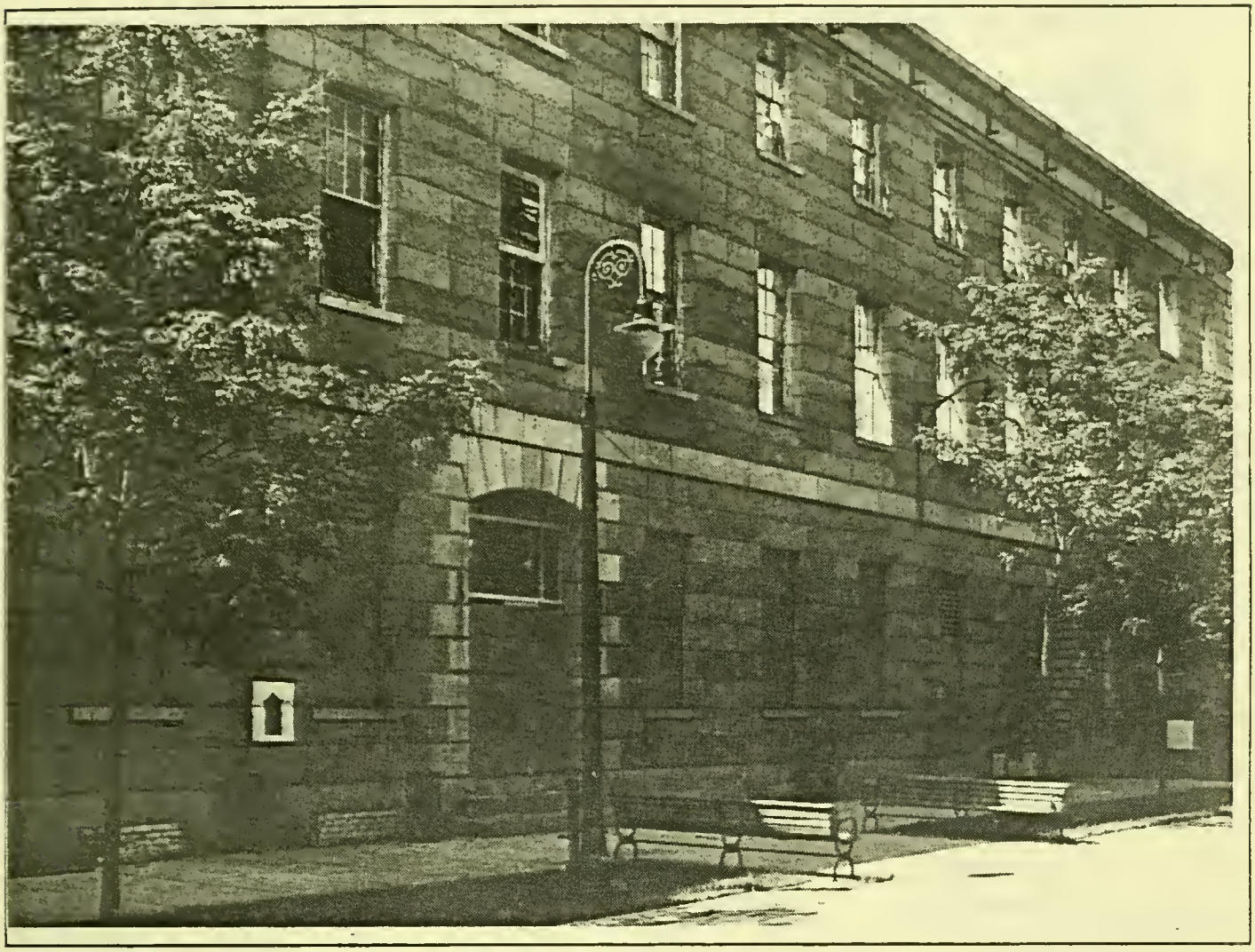
SCHEDULE

Estimated Start of Construction:	2nd quarter 1987
Estimated Completion:	4th quarter 1987

BENEFITS

Annual Taxes	
Existing:	$0
Upon Completion:	$98,112
Employment	
Permanent Jobs:	104
Construction Jobs:	59
Linkage:	$115,600

Lease Payments
$28,000 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



FINANCING

Total Development Cost: $4 million

Financing Sources: Not yet determined

CARRIAGE BUILDING - 39

The Ordinance Shop, built in 1866, is a large brick and granite building which occupies an important location between the pedestrian 2nd Avenue Mall and the main vehicular street 1st Avenue. It will be developed for ground floor retail and upper floor office use.

DEVELOPMENT TEAM

Developer: Navy Yard Plaza Development Associates, Inc.
Architect: The Architectural Team, Inc.

PARCEL DESCRIPTION

Location: Bounded by 7th Street, 2nd Avenue, Chain Forge Park and 1st Avenue

PROJECT DESCRIPTION

Gross Square Feet:	94,000
Office:	72,000
Retail:	22,000
Parking:	In Building 199

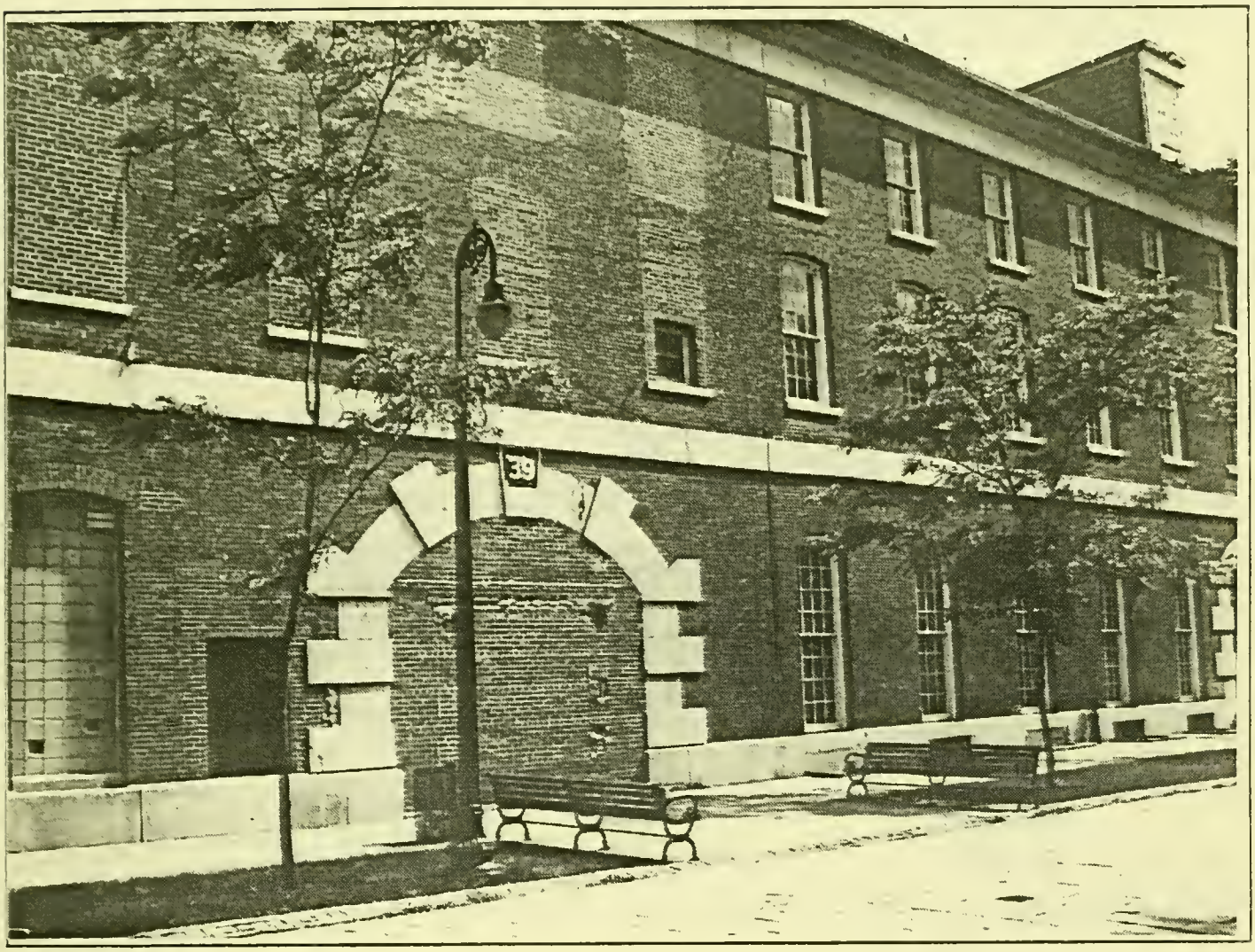
SCHEDULE

Estimated Start of Construction:	3rd quarter 1986
Estimated Completion:	2nd quarter 1987

BENEFITS

Annual Taxes	
Existing:	$0
Upon Completion:	$159,432
Employment	
Permanent Jobs:	349
Construction Jobs:	97
Linkage:	$272,000

Lease Payments
$65,800 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



FINANCING

Total Development Cost: $6.5 million

Financing Sources: Not yet determined

HEMP HOUSE - 62

Designed by Parris, Building 62 was where hemp was stored before being brought to Building 60 where it was waterproofed with a tar coating and then transferred to the Ropewalk to be manufactured into rope. It will be rehabilitated for office use and headquarters for the New Medico Company.

DEVELOPMENT TEAM

Developer: New Medico Associates and Kendall Development Corporation
Architect: Stephen Blatt Associates

PARCEL DESCRIPTION

Location: Bounded by Buildings 60, 199 and 96 and 13th Street

PROJECT DESCRIPTION

Gross Square Feet:	42,000
Office:	42,000
Parking:	In Building 199

SCHEDULE

Estimated Start of Construction:	4th quarter 1986
Estimated Completion:	4th quarter 1987

BENEFITS

Annual Taxes

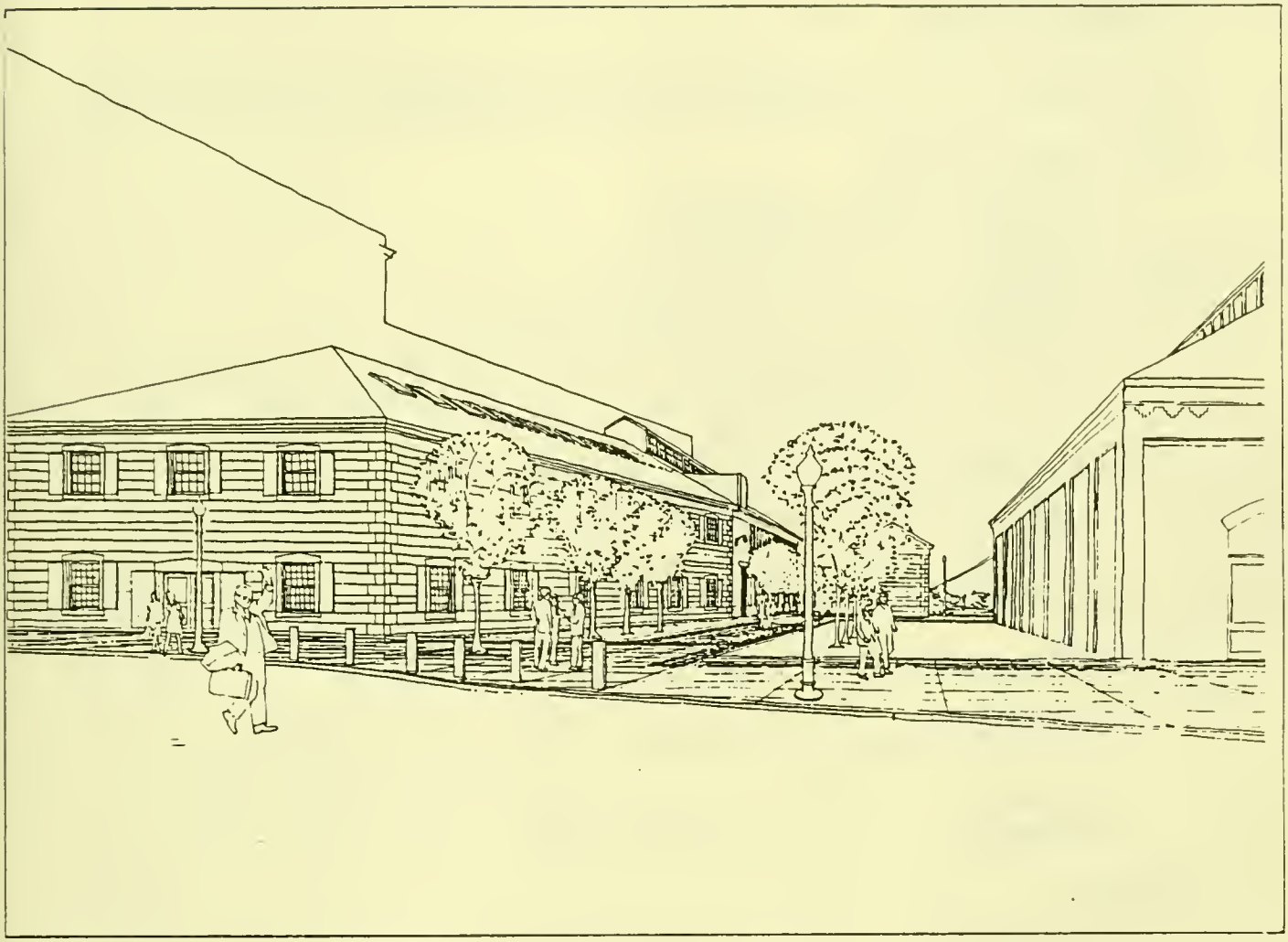
Existing:	$0
Upon Completion:	$98,112

Employment

Permanent Jobs:	155
Construction Jobs:	59

Charlestown Navy Yard Community Fund Contribution: $42,000

Lease Payments
$42,000 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



FINANCING

Total Development Cost: $4 million

Financing Sources:
Private: Bank of Boston, Boston

TIMBER HOUSE - 75

Completed in 1848, this long granite and wood structure was used to store the timber used in shipbuilding. It will be renovated for commercial uses.

DEVELOPMENT TEAM

Developer: Basilica Associates
Architect: Vitols Associates

PARCEL DESCRIPTION

Location: Bounded by 2nd Avenue, 13th Street, 16th Street and Building 199

PROJECT DESCRIPTION

Gross Square Feet:	24,000
Office:	24,000
Parking:	In Building 199

SCHEDULE

Estimated Start of Construction:	3rd quarter 1986
Estimated Completion:	3rd quarter 1987

BENEFITS

Annual Taxes

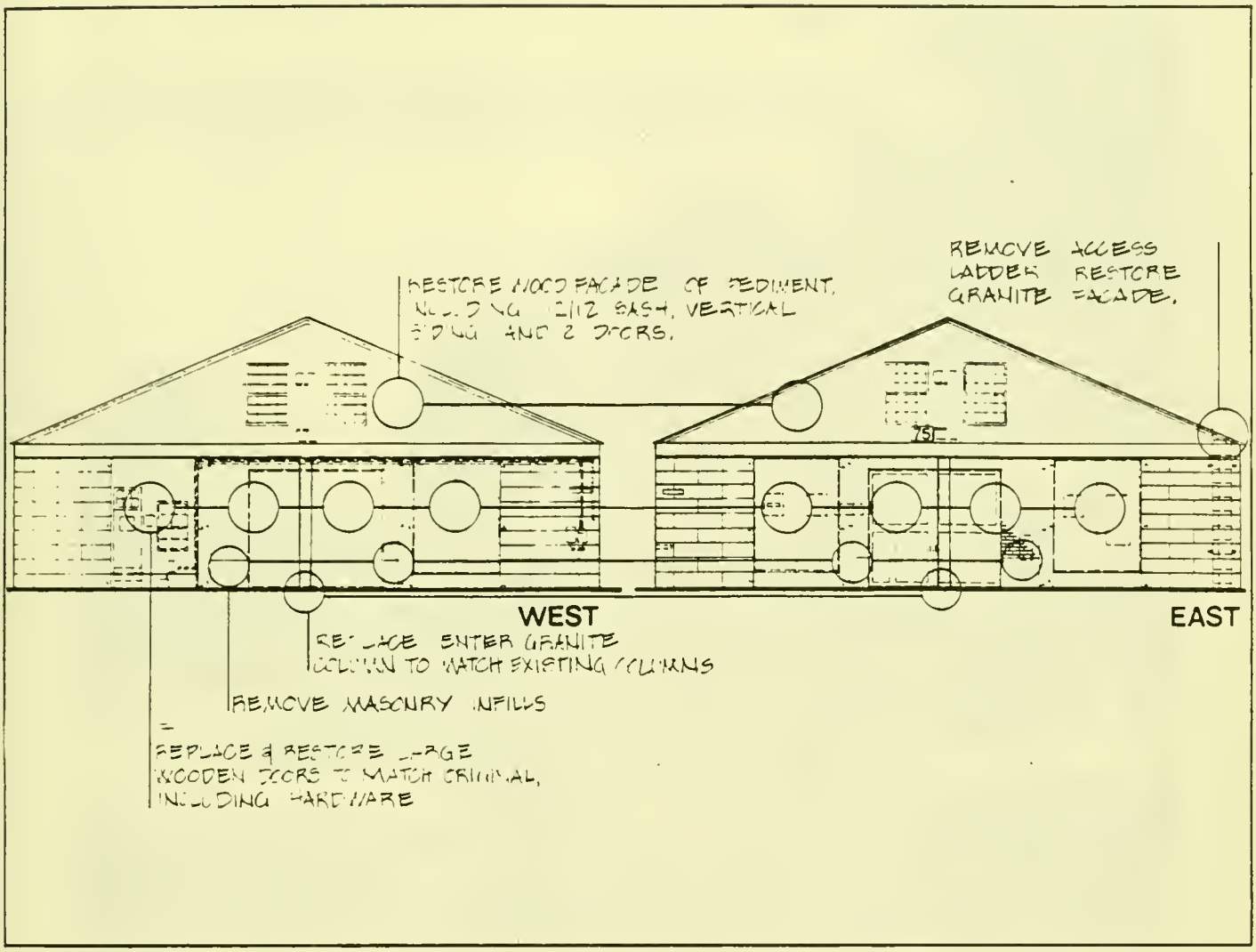
Existing:	$0
Upon Completion:	$73,584

Employment

Permanent Jobs:	80
Construction Jobs:	45

Charlestown Navy Yard Community Fund Contribution $12,500

Lease Payments
$19,200 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



FINANCING

Total Development Cost: $3 million

Financing Sources: Not yet determined

BOILER HOUSE - 79

Originally built as a coal storehouse, Building 79 has heavily rusticated granite detailing and occupies a prominent location at the Gate 5 entrance to the Yard. Redevelopment plans are for rehabilitating the building for residential use.

DEVELOPMENT TEAM

Developer: Boston Harbor Investment Group, Inc.
Architect: CSS Architects

PARCEL DESCRIPTION

Location: Bounded by Chelsea Street, 13th Street, Building 96, and Building 58

PROJECT DESCRIPTION

Gross Square Feet: 19,048
Residential: 19,048 15 units

SCHEDULE

Estimated Start of Construction: 2nd quarter 1987

Estimated Completion: 1st quarter 1988

BENEFITS

Annual Taxes
Existing: $0
Upon Completion: $21,340

Employment
Permanent Jobs: 1
Construction Jobs: 29

Charlestown Navy Yard Community Fund Contribution: $19,048

Lease Payments
$19,048 annually (estimate)
$.10/SF annually for maintenance and security
5% of gross sales price of the units and additional 2% of future gross sales price of subsequent resales

BOILER HOUSE - 79



FINANCING

Total Development Cost: $1.8 million

Financing Sources:
Private: Mutual Bank, Boston

POWER HOUSE SUBSTATION - 96

Building 96 was built at the turn-of-the 19th century as a power plant and later used as a forklift repair shop. It is a single story with a hipped roof. The redevelopment program is for a commercial, single tenant use.

DEVELOPMENT TEAM

Developer: Conroy-Heafitz Development Team
Architect: Kelley Becker Associates

PARCEL DESCRIPTION

Location: Bounded by Buildings 79, 62, 58, and 13th Street

PROJECT DESCRIPTION

Gross Square Feet: 5,430
Office: 5,430

Parking: In Building 199

SCHEDULE

Estimated Start of Construction: 4th quarter 1986

Estimated Completion: 4th quarter 1987

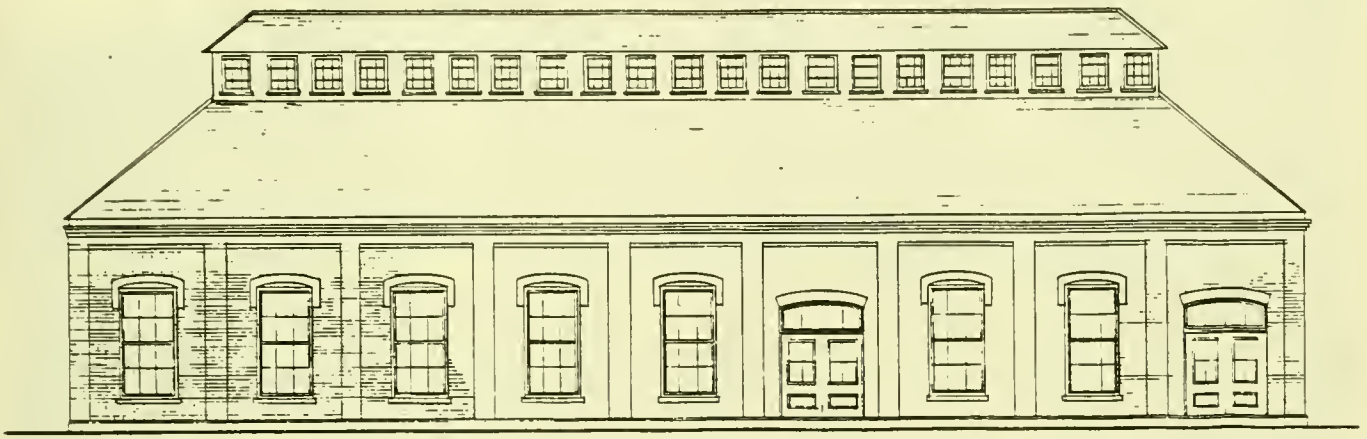
BENEFITS

Annual Taxes
Existing: $0
Upon Completion: $16,875

Employment
Permanent Jobs: 17
Construction Jobs: 10

Charlestown Navy Yard Community Fund Contribution: $5,000

Lease payments
$5,430 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



South Elevation

FINANCING

Total Development Cost: $688,000

Financing Sources:
Private: BayBanks, Boston

THE CHAIN FORGE - 105

Building 105 is where die-lock chain making was invented. Monumental pieces of forge equipment mark the path through which individual members of chain were cut, forged, and then assembled into links. Much of this equipment will be retained as part of the building's restoration for office and retail use.

DEVELOPMENT TEAM

Developer: Immobiliare-Congress Joint Venture
Architect: The Architects Collaborative

PARCEL DESCRIPTION

Location: Bounded by 1st Avenue, 9th Street, 2nd Avenue, and 13th Street

PROJECT DESCRIPTION

Gross Square Feet:	130,000
Office:	85,000
Retail:	15,000
Display of chain forge equipment:	30,000
Parking:	In Building 199

SCHEDULE

Estimated Start of Construction:	2nd quarter 1987
Estimated Completion:	3rd quarter 1988

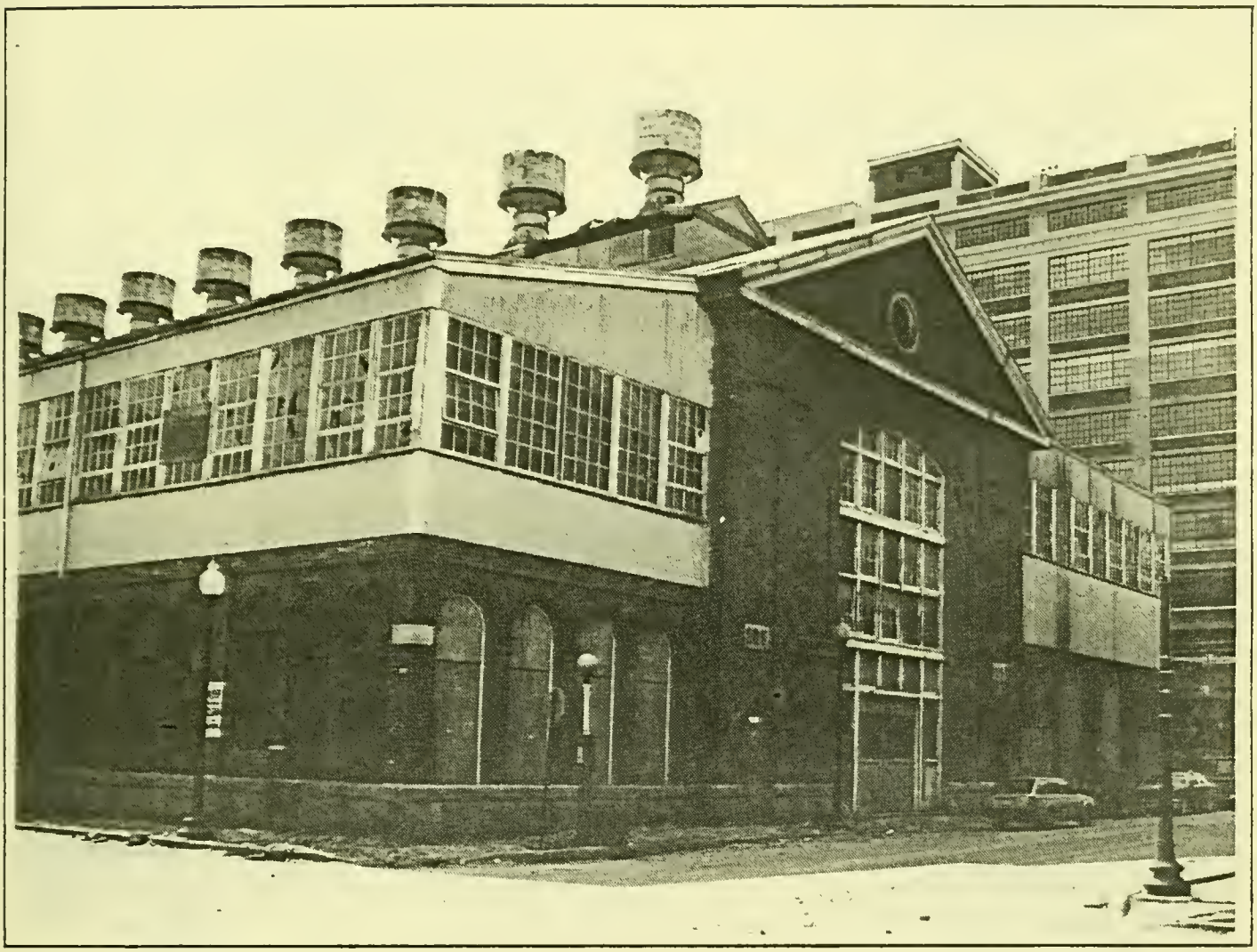
BENEFITS

Annual Taxes
- Existing: $0
- Increase in Taxes: $270,144

Employment
- Permanent Jobs: 343
- Construction Jobs: 232

Charlestown Navy Yard Community Fund Contribution: $130,000

Lease payments
- $130,000 annually
- $.10/SF annually for maintenance and security
- 15% annual net operating revenues
- $25,000 annually for chain forge display operation



FINANCING

Total Development Cost: $15.6 million

Financing Sources:
Private: Chase Manhattan, New York City

THE BASILICA - 106

Built in 1905, this large brick structure was built in the basilica form with arcaded side aisles as a metal workers shop. It will be redeveloped for 92 units of housing, 10% of which will be for elderly residents.

DEVELOPMENT TEAM

Developer: Basilica Associates
Architect: Vitols Associates

PARCEL DESCRIPTION

Location: Bounded by 1st Avenue, 13th Street, 2nd Avenue and 16th Street

PROJECT DESCRIPTION

Gross Square Feet:	119,400	
Residential:	96,910	92 units (10% elderly)
Garage:	22,490	
Parking:	84 spaces	

SCHEDULE

Estimated Start of Construction:	3rd quarter 1986
Estimated Completion:	3rd quarter 1987

BENEFITS

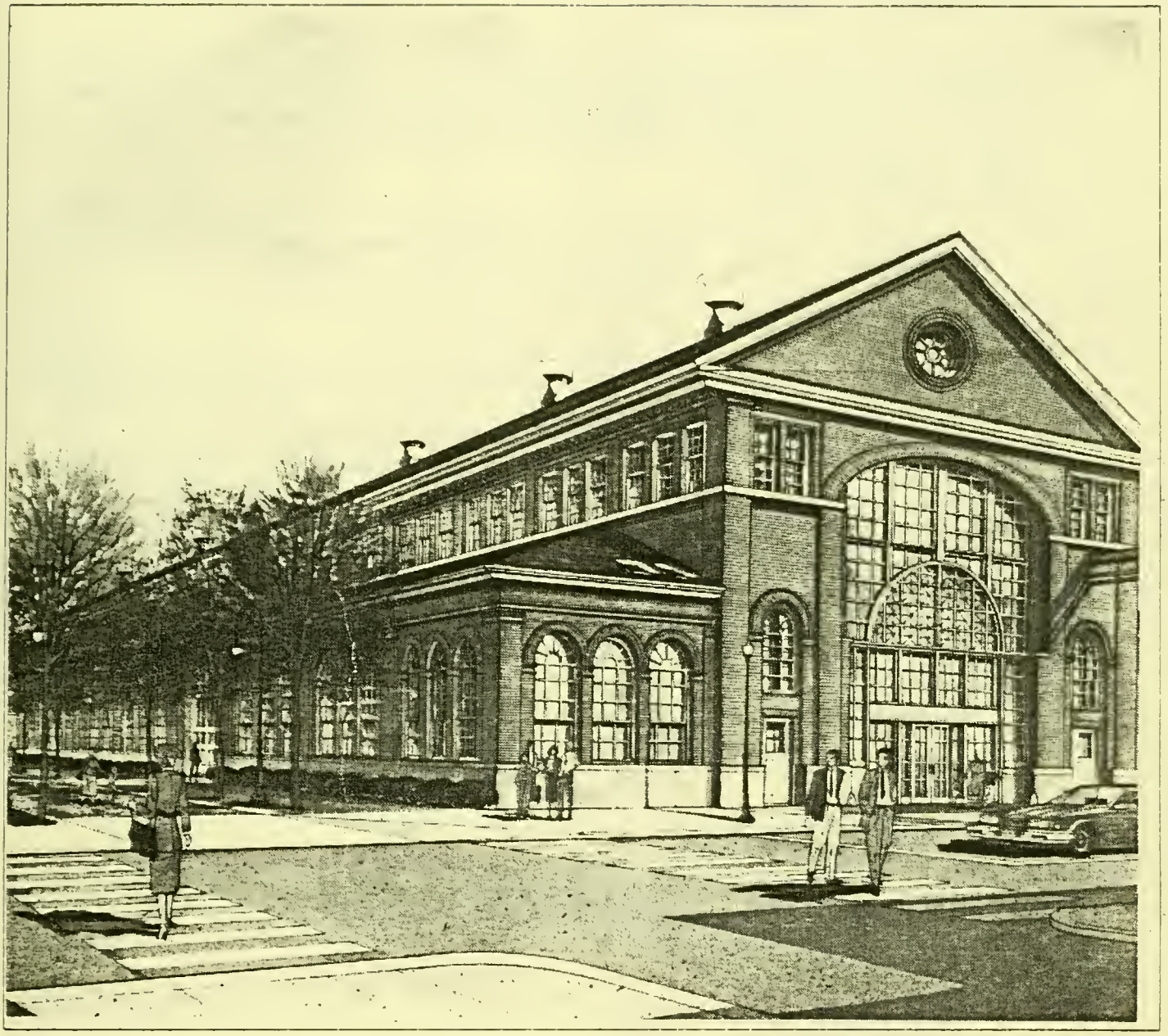
Annual Taxes
- Existing: $0
- Upon Completion: $139,379

Employment
- Permanent Jobs: 2
- Construction Jobs: 152

Charlestown Navy Yard Community
- Fund Contribution: $45,000

Lease Payments
- $87,930 annually
- $.10/SF annually for maintenance and security
- 5% of gross sales price of the units and additional 2% of future gross sales price of subsequent resales

Developer will subsidize the elderly units and sell them at 50% of the market rate.



FINANCING

Total Development Cost: $9.5 million

Financing Sources:
Private: Union Warren Savings, Boston

THE ANCHOR BUILDING - 108

Building 108 was the Yard's main power plant. Despite it having been altered extensively, the building will be rehabilitated for office use. It is adjacent to "Anchor Park" one of the several outdoor storage areas created by the Navy, which will be improved as a new plaza by the developer.

DEVELOPMENT TEAM

Developer: Boston Investment and Development Company
Architect: Childs, Bertman, Tseckares and Casendino

PARCEL DESCRIPTION

Location: Bounded by Buildings 58 and 107, Third Avenue, and 9th Street

PROJECT DESCRIPTION

Gross Square Feet:	71,124
Office:	71,124
Parking:	In Building 199

SCHEDULE

Estimated Start of Construction:	2nd quarter 1987
Estimated Completion:	2nd quarter 1988

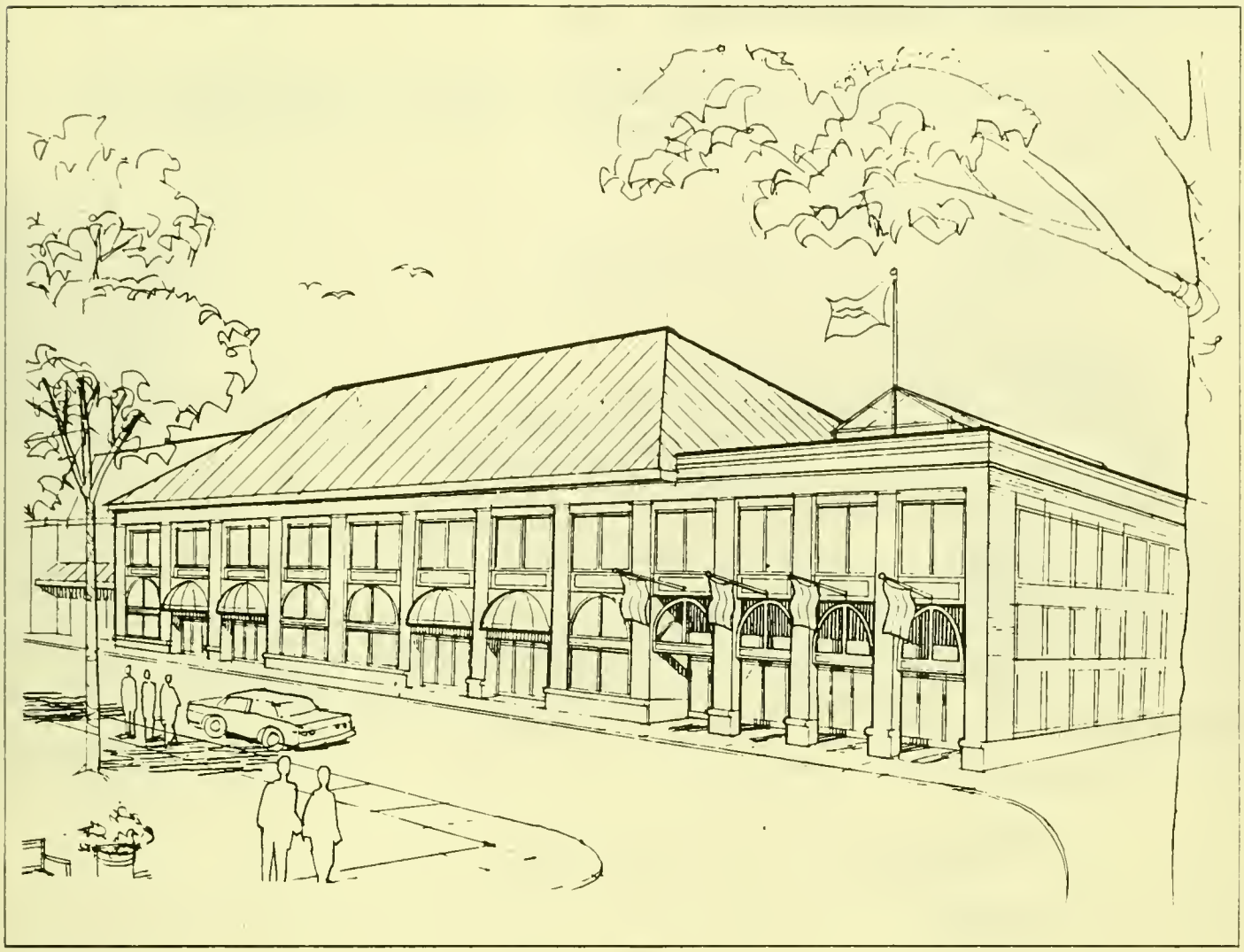
BENEFITS

Annual Taxes
- Existing: $0
- Upon Completion: $185,618

Employment
- Permanent Jobs: 258
- Construction Jobs: 117

Charlestown Navy Yard Community Fund Contribution: $71,000

Lease Payment
- $71,124 annually
- $.10/SF annually for maintenance and security
- 15% annual net operating revenues



FINANCING

Total Development Cost: $7.9 million

Financing Sources: Not yet determined

CHARLESTOWN BOATYARD - 114

This two-story brick industrial structure has an "L" shaped plan and flat roof and was used as a wood-working and boat shop. Redevelopment plans are for a boat repair and storage facility with a marina in the Mystic Channel.

DEVELOPMENT TEAM

Developer: Joinery Shop Associates
Architect: The Architectural Team, Inc.

PARCEL DESCRIPTION

Location: Bounded by the Little Mystic Channel, Chelsea Street, Building 199 and Parcel 7

PROJECT DESCRIPTION

Gross Square Feet:	93,000 (marina slips not included)
Office:	30,000
Retail:	15,000
Boat storage/repair:	48,000
Marina:	77 slips
Parking:	In Building 199

SCHEDULE

Estimated Start of Construction:	4th quarter 1986
Estimated Completion:	4th quarter 1987

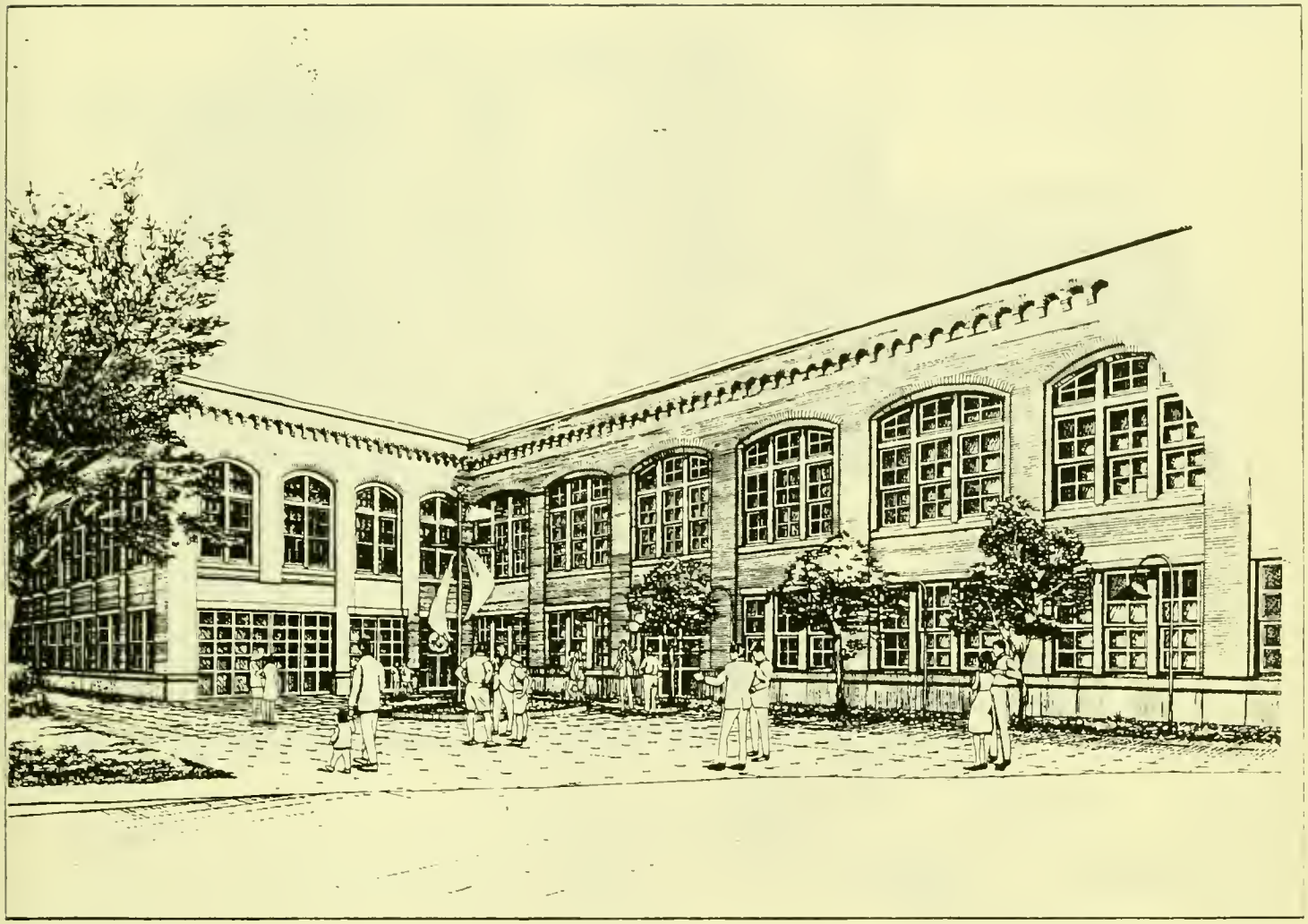
BENEFITS

Annual Taxes
- Existing: $0
- Upon Completion: $176,602

Employment
- Permanent Jobs: 207
- Construction Jobs: 107

Charlestown Navy Yard Community Fund Contribution: $40,000

Lease Payments
- $65,100 annually
- $.10/SF annually for maintenance and security
- $16,000 or 4% of gross operating revenues of the marina
- 15% of annual net operating revenues



FINANCING

Total Development Cost: $7.2 million

Financing Sources: Not yet determined

JOHN PAUL JONES HOUSE - 120

The medical dispensary and clinic, Building 120 was built in 1905 and has since undergone numerous additions. Its restoration for office use is nearly complete.

DEVELOPMENT TEAM

Developer: John Paul Jones Limited Partnership
Architect: Vitetta Group

PARCEL DESCRIPTION

Location: Bounded by Buildings 58 and 31 and 2nd Avenue

PROJECT DESCRIPTION

Gross Square Feet:	16,000
Office:	16,000
Parking:	In Building 199

SCHEDULE

Start of Construction:	3rd quarter 1985
Estimated Completion:	3rd quarter 1986

BENEFITS

Annual Taxes

Existing:	$0
Upon Completion:	$42,125

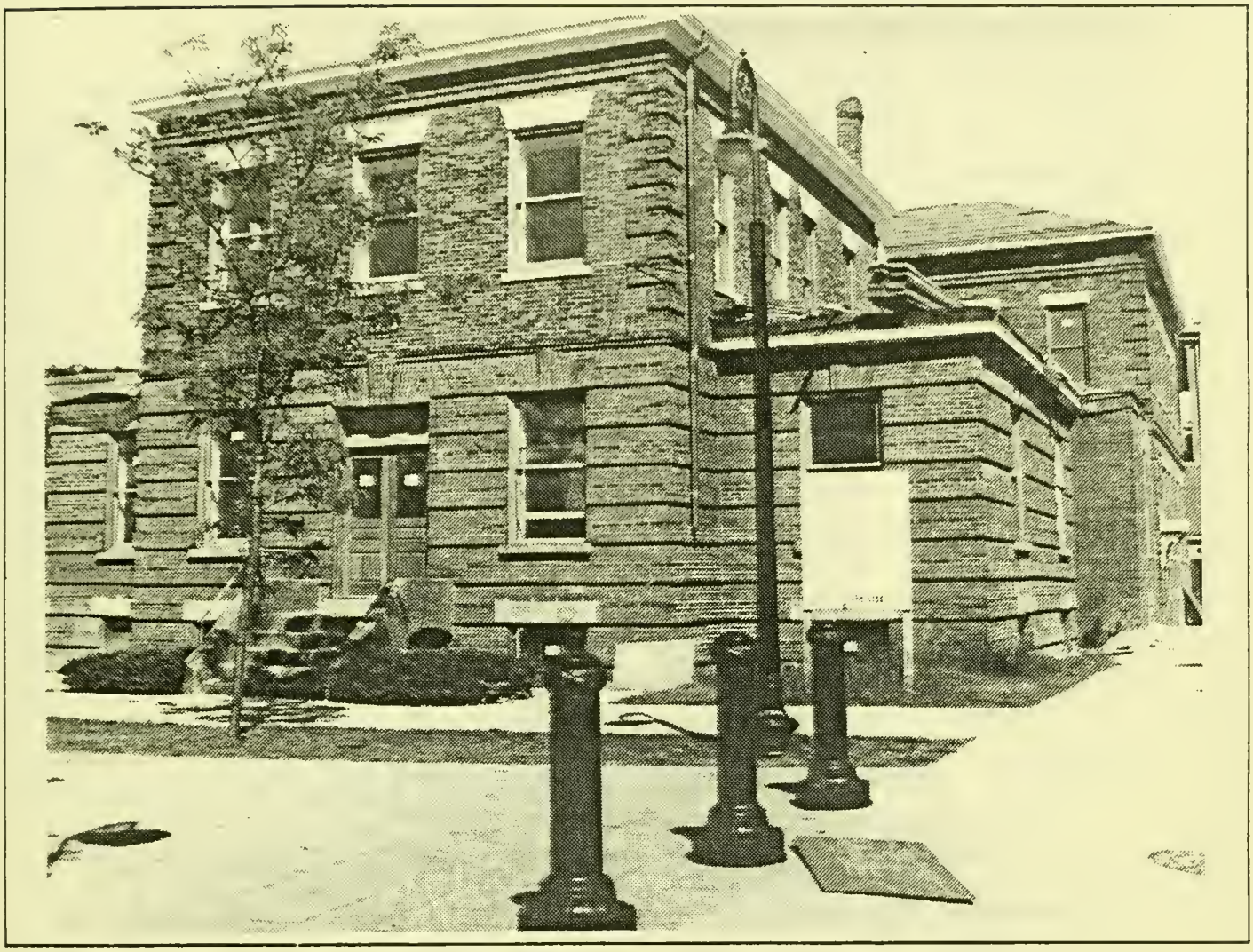
Employment

Permanent Jobs:	67
Construction Jobs:	24

Charlestown Navy Yard Community

Fund Contribution:	$8,000

Lease Payments
$14,400 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



FINANCING

Total Development Cost: $1.6 million

Financing Sources:
Private: Shawmut Bank, Boston

149 CONSTITUTION PARK

This World War I era structure was used by the Navy for storage and for offices. It is a flat-roofed reinforced concrete structure with a major light court in the eight-story section and a later 10-story addition. As part of its redevelopment, a second atrium was added for more light. It will house retail space at ground level and offices above.

DEVELOPMENT TEAM

Developer: The Congress Group
Architect: Huygens and DiMella, Inc.

PARCEL DESCRIPTION

Location: Bounded by 9th Street, 2nd Avenue, 13th Street and Building 62

PROJECT DESCRIPTION

Gross Square Feet:	650,000
Office:	610,000
Retail:	40,000
Parking:	In Building 199

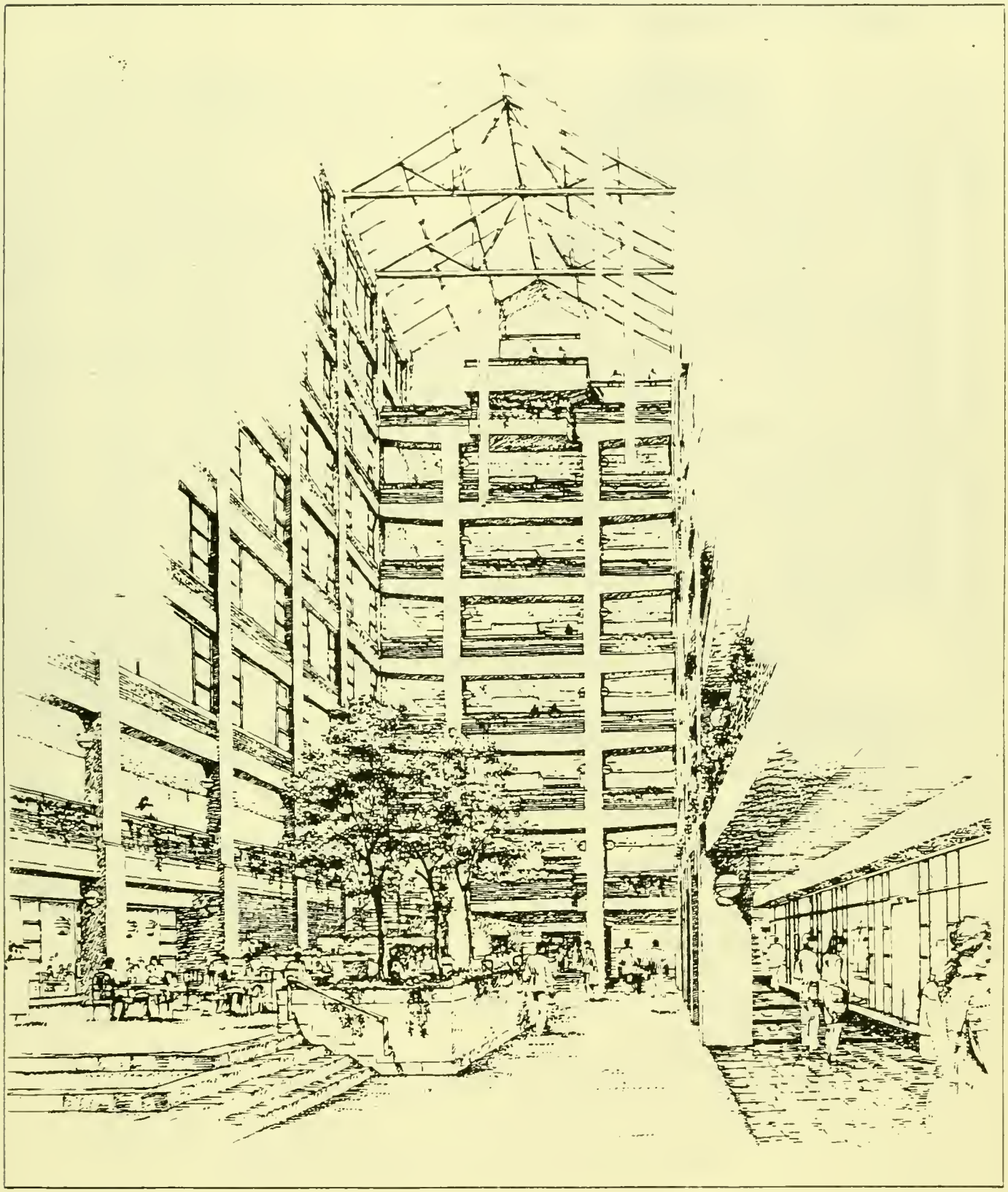
SCHEDULE

Estimated Start of Construction:	2nd quarter 1985
Estimated Completion:	3rd quarter 1986

BENEFITS

Annual Taxes	
Existing:	$0
Upon Completion:	$1,263,744
Employment	
Permanent Jobs:	2,293
Construction Jobs:	713
Linkage:	$2,700,000

Lease payments
$390,000 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues



FINANCING

Total Development Cost: $48 million

Financing Sources:
Private: Chase Manhattan Bank, New York City

NAVY YARD PARKING FACILITY - 199

Building 199, built at the outbreak of World War II, was used for storage. It is a flat roofed structure with a reinforced concrete structural grid system with horizontal brick spandrels. It is being developed as a 1388-space parking garage.

DEVELOPMENT TEAM

Developer: The Congress Group
Architect: Huygens and DiMella, Inc.

PARCEL DESCRIPTION

Location: Bounded by Fifth Avenue, 13th Street, 16th Street, and Building 75

PROJECT DESCRIPTION

Gross Square Feet:	545,000
Garage:	545,000
Parking:	1,388 spaces

SCHEDULE

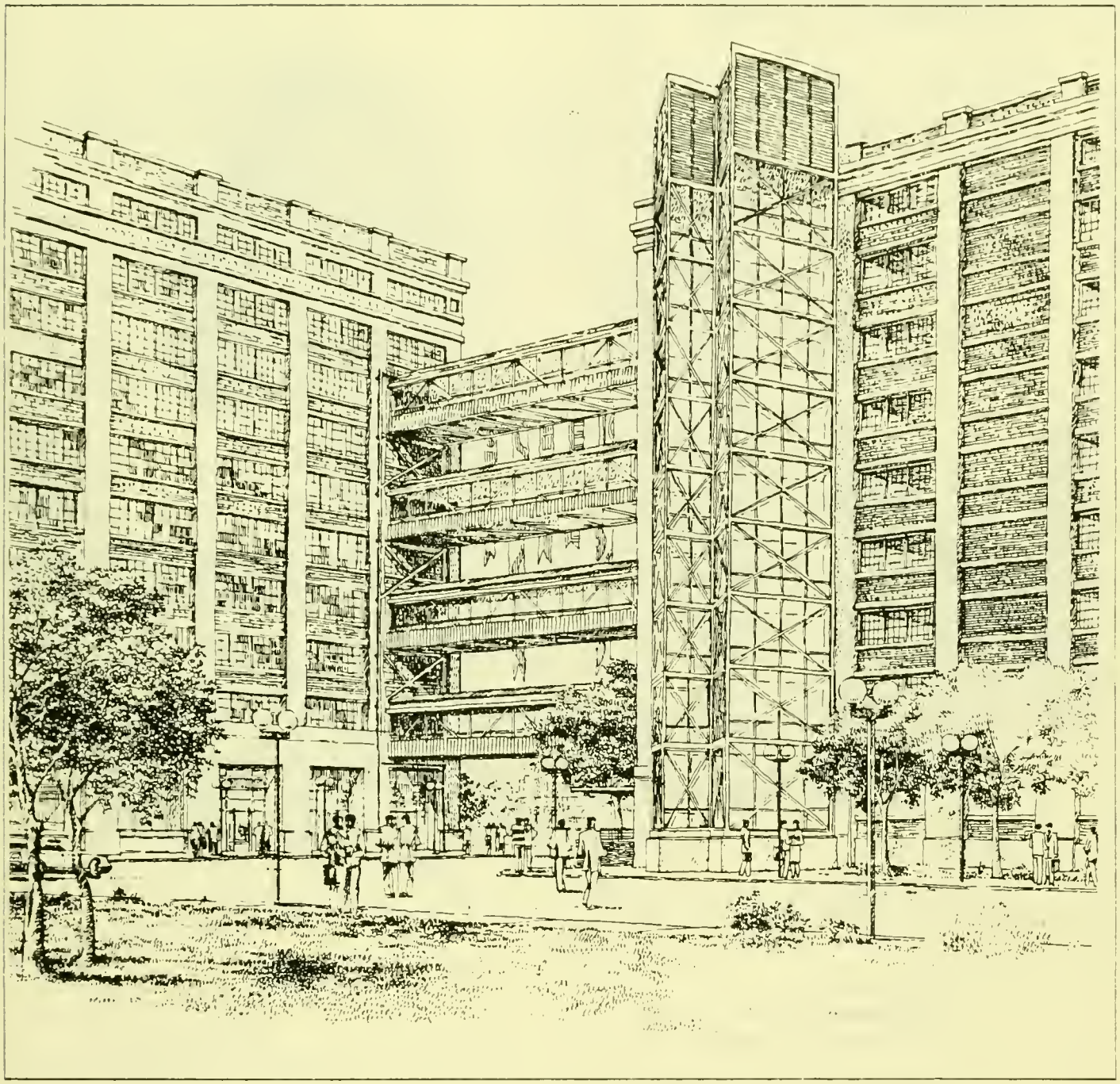
Estimated Start of Construction:	2nd quarter 1985
Estimated Completion:	3rd quarter 1986

BENEFITS

Annual Taxes	
Existing:	0
Upon Completion:	315,936
Employment	
Permanent Jobs:	5
Construction Jobs:	178

Lease Payment
$110,000 annually
$.10/SF annually for maintenance and security
15% annual net operating revenues

NAVY YARD PARKING FACILITY - 199



FINANCING

Total Development Cost: $12 million

Financing Sources:

Private: Joint Venture with Lincoln National Investment Management Company, Fort Wayne, Indiana

Public: MIFA

CAPTAIN'S QUARTERS - 266

Built in the late 1880's, Building 266 is a series of attached classic revival brick rowhouses used as quarters for naval officers. The building's renovation as office suites has retained many of the features of this domestic architecture such as the porches, kitchens and fireplaces.

DEVELOPMENT TEAM

Developer: Conroy-Heafitz Development Team
Architect: Aldrich Company

PARCEL DESCRIPTION

Location: Bounded by Chelsea Street, 13th Street, Fifth Avenue and Building 114

PROJECT DESCRIPTION

Gross Square Feet:	22,500
Office:	22,500
Parking:	In Building 199

SCHEDULE

Start of Construction:	4th quarter 1985
Estimated Completion:	3rd quarter 1986

BENEFITS

Annual Taxes
- Existing: $0
- Upon completion: $52,656

Employment
- Permanent Jobs: 87
- Construction Jobs: 30

Charlestown Navy Yard Community
- Fund Contribution: $11,200

Lease payments
- $20,250 annually
- $.10/SF annually for maintenance and security
- 15% annual net operating revenues



FINANCING

Total Development Cost: $2 million

Financing Sources:
Private: BayBanks, Boston

CONSTITUTION QUARTERS GARAGE - 40

This 1863 building was the Yard's hammer shop and rolling mill. It now serves as the parking facility for the residents of Constitution Quarters.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Anderson Notter Feingold

PARCEL DESCRIPTION

Location: Bounded by 1st Avenue, 9th Street, Building 42, and 8th Street

PROJECT DESCRIPTION

Gross Square Feet:	120,000
Garage:	120,000
Parking:	367 spaces

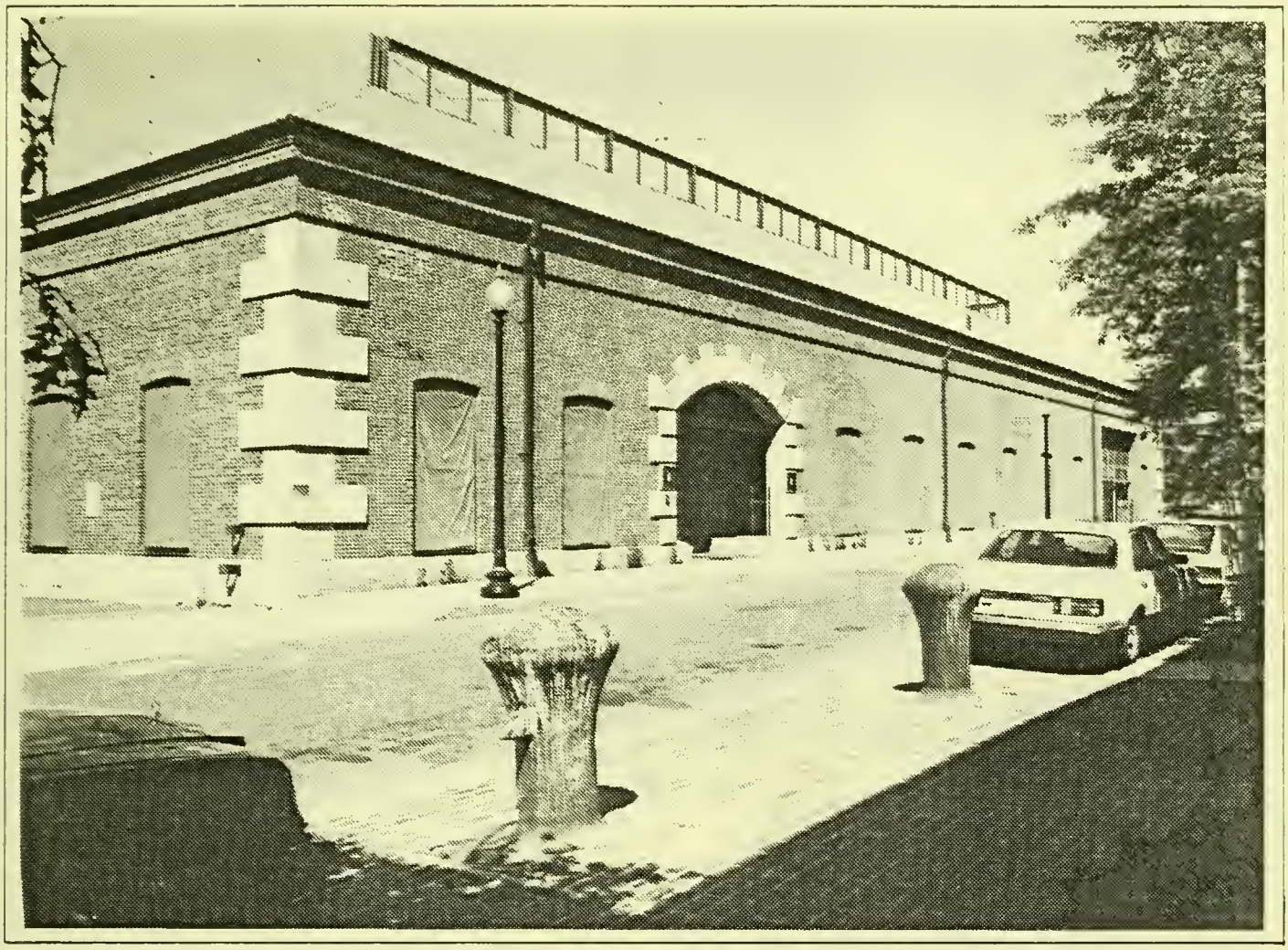
SCHEDULE

Start of Construction:	2nd quarter 1979
Completed:	2nd quarter 1982

BENEFITS

Annual Taxes	$191,400*
Employment	
Permanent Jobs:	1
Construction Jobs:	30

* Taxes are for Constitution Quarters and Constitution Quarters Garage.



FINANCING

Total Development Cost: $2 million.

Financing Sources:
Private: Bank of New England, Boston

CONSTITUTION QUARTERS - 42

Building 42 was the Yard's machine shop built in the decade prior to the Civil War in a U-shaped configuration opening toward the harbor. Completed in 1982 as a rental apartment complex, it was one of the Navy Yard's first rehabilitation projects.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Anderson Notter Feingold

PARCEL DESCRIPTION

Location: Bounded by 1st Avenue, 8th Street, Pier 6, and 9th Street

PROJECT DESCRIPTION

Gross Square Feet:	300,000	
Residential:	300,000	367 rental units

SCHEDULE

Start of Construction:	2nd quarter 1979
Completed:	2nd quarter 1982

BENEFITS

Annual Taxes	$191,400*
Employment	
Permanent Jobs:	5
Construction Jobs:	454

* Taxes are for Constitution Quarters and Constitution Quarters Garage.



FINANCING

Total Development Cost: $28 million

Financing Sources:
Private: Bank of New England, Boston
Metro North, Kansas City, Missouri

THE ANCHORAGE - 103

Built in 1903, the structure is concrete frame with brick masonry and wood sash. Completed in 1985 as elderly subsidized rental units, the building is now fully tenanted.

DEVELOPMENT TEAM

Developer: Immobiliare New England & The Barkan Companies
Architect: Bruner Cott

PARCEL DESCRIPTION

Location: Bounded by 9th Street, 1st Avenue, the Shipways, and Pier 7

PROJECT DESCRIPTION

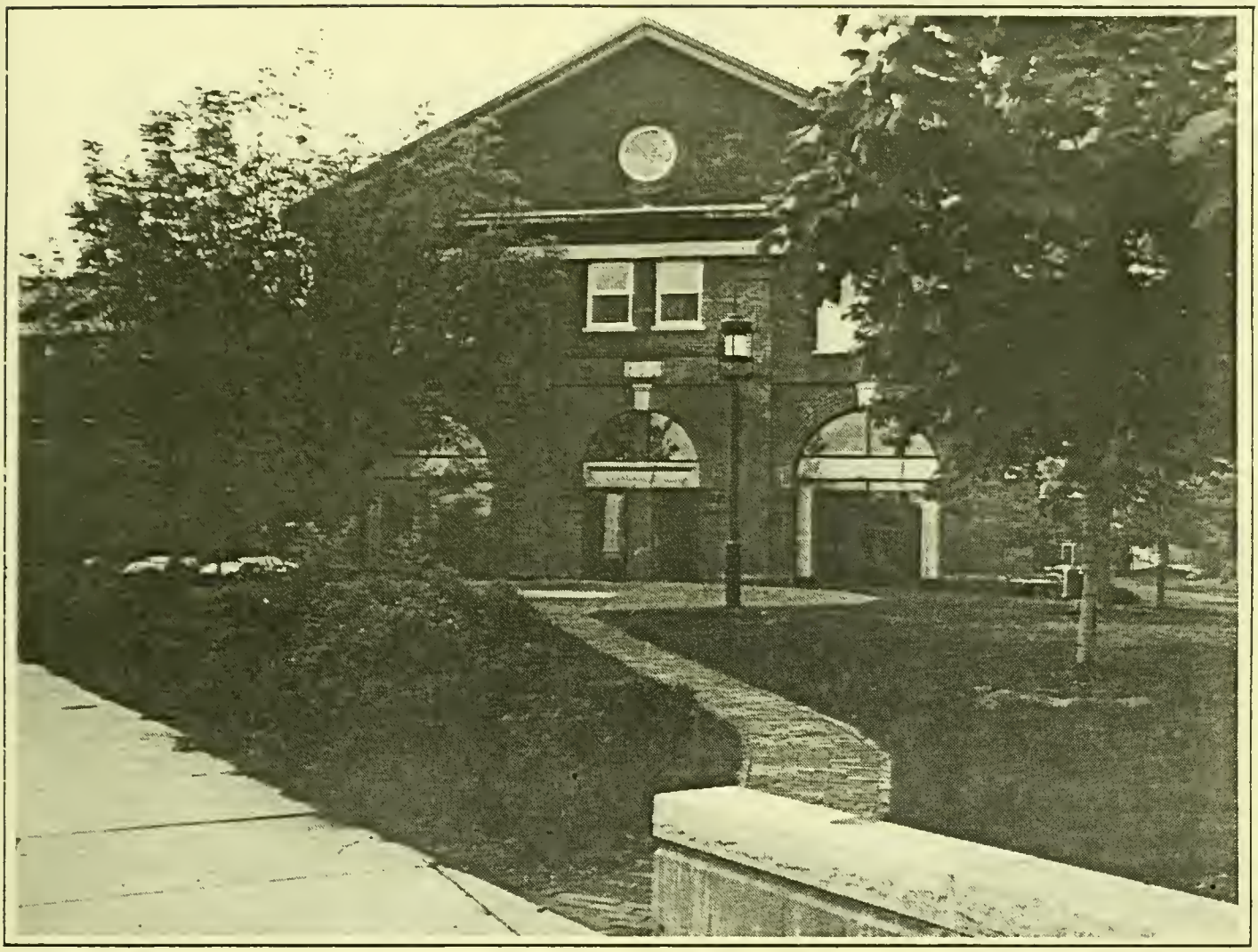
Gross Square Feet:	60,000	
Residential:	60,000	112 subsidized elderly units

SCHEDULE

Start of Construction:	4th quarter 1984
Completed:	4th quarter 1985

BENEFITS

Annual Taxes	$55,000
Employment	
Permanent Jobs:	1
Construction Jobs:	112



FINANCING

Total Development Cost: $6.9 million

Financing Sources:
Private: Bank of New England, Boston

INDEPENDENCE QUARTERS - 197

Built in 1941, this industrial building in the International Style has steel frame concrete floors, brick spandrels and steel industrial sash and was the Yard's electronics shop. It is currently being rehabilitated for residential condominium use.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Jordan Gruzen Partnership

PARCEL DESCRIPTION

Location: Bounded by Shipyard Park, Pier 5, and 8th Street

PROJECT DESCRIPTION

Gross Square Feet:	200,000	
Residential:	155,000	154 condominium units (including construction of 13 new townhouse units)
Garage:	45,000	
Parking:	185 spaces (20 spaces outside Building 197)	

SCHEDULE

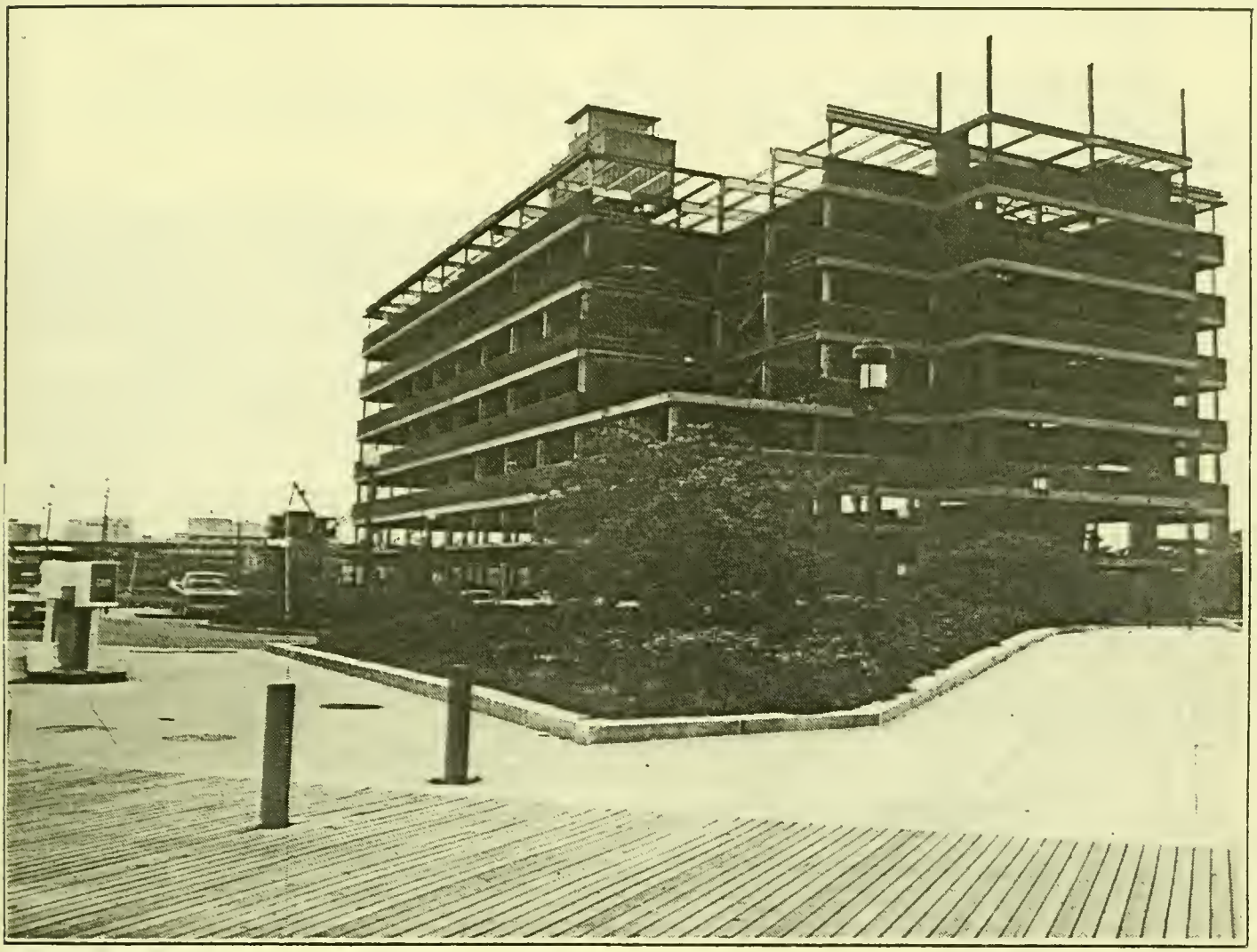
Start of Construction:	2nd quarter 1986
Estimated Completion:	2nd quarter 1987

BENEFITS

Annual Taxes
- Existing: $0
- Upon Completion: $377,910

Employment
- Permanent Jobs: 3
- Construction Jobs: 398

Payment
- 4% of gross sales price of the units



FINANCING

Total Development Cost: $25 million

Financing Sources:
Private: Bank of New England, Boston

SHIPYARD QUARTERS (SHIPWAYS I AND II)

These new brick townhouses are built on the former Shipways, concrete incline ramps built in 1920 and 1945 on which ships were constructed. A section of the Shipways remains in front of the townhouses.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Childs, Bertman, Tseckares & Casendino

PARCEL DESCRIPTION

Location: Bounded by 1st Avenue, Building 103, 13th Street and Boston Inner Harbor

PROJECT DESCRIPTION

	Shipways I	Shipways II
Gross Square Feet:	36,897	58,000
Residential:	36,897 (21 units)	46,000 (27 units)
Office:	0	12,000 (9 units)

SCHEDULE

Shipways I
Start of Construction: 3rd quarter 1983

Completed: 3rd quarter 1984

Shipways II
Start of Construction: 4th quarter 1984

Completed: 1st quarter 1986

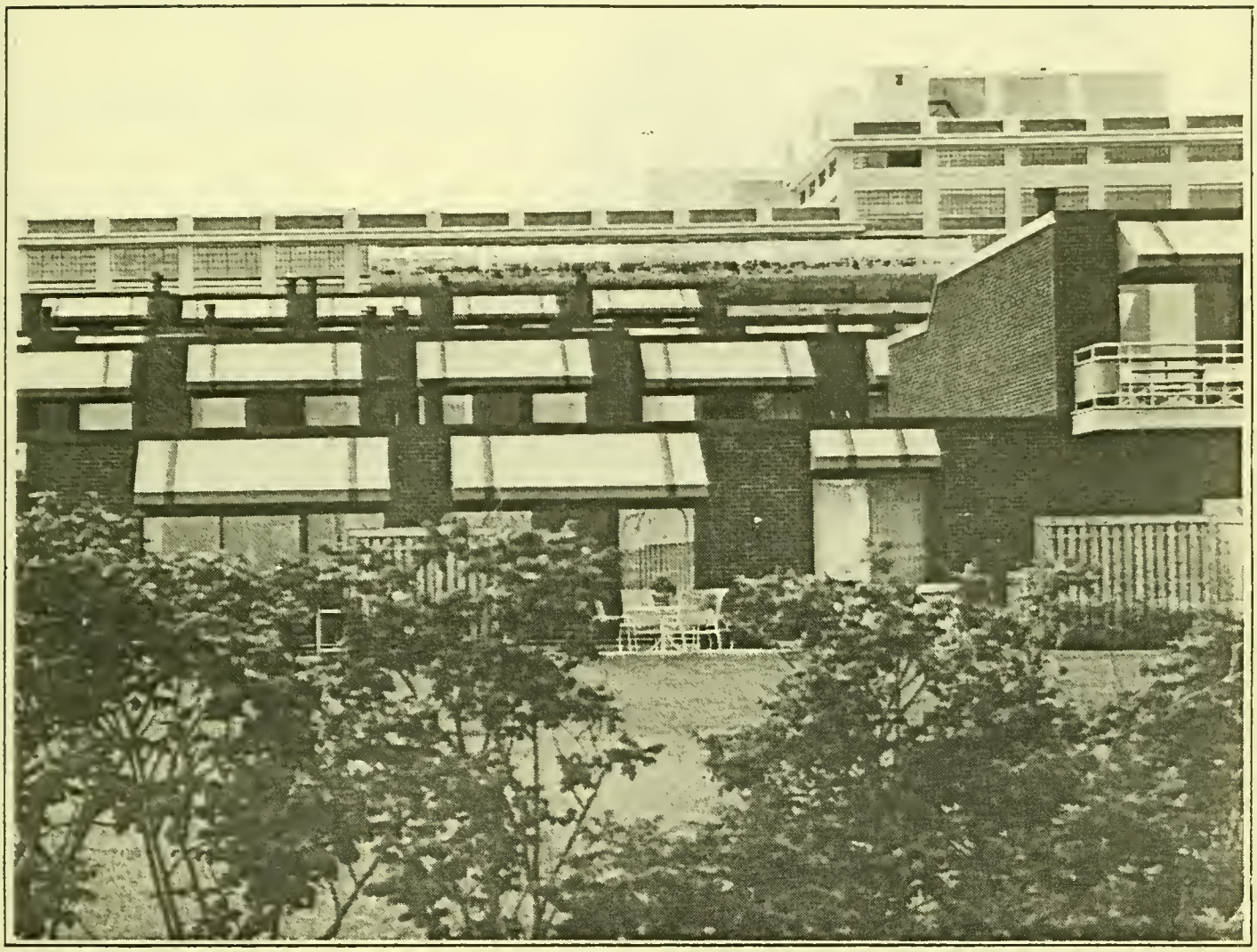
BENEFITS

Annual Taxes
Existing: $0
Upon Completion: $129,781

Employment
Permanent Jobs: 45
Construction Jobs: 92

Payment
4% of gross sales price of the units

SHIPYARD QUARTERS (SHIPWAYS I & II)



FINANCING

Total Development Cost: Shipways I - $3 million
Shipways II - $5 million

Financing Sources:
Private: Bank of New England, Boston

SHIPYARD QUARTERS GARAGE

This new construction serves as an 88-space parking facility for residents of Shipyard Quarters.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Childs, Bertman, Tseckares & Casendino

PARCEL DESCRIPTION

Location: Bounded by Parcel 4A, 1st Avenue, Building 104, and Shipyard Quarters

PROJECT DESCRIPTION

Gross Square Feet:	38,000
Garage:	38,000
Parking:	88 spaces

SCHEDULE

Start of Construction:	1st quarter 1985
Completed:	1st quarter 1986

BENEFITS

Annual Taxes

Existing:	$0
Upon Completion:	$31,594

Employment

Permanent Jobs:	1
Construction Jobs:	13

Payments
4% of gross sales price of the units

SHIPYARD QUARTERS GARAGE



FINANCING

Total Development Cost: $1.2 million

Financing Sources:
Private: Bank of New England, Boston

AFFORDABLE HOUSING (PARCEL 4A)

This new development project for 39 units of affordable housing is located on a portion of Parcel 4A. The development will be brick and have spectacular water views. The units are to be sold by lottery to Charlestown and Boston residents.

DEVELOPMENT TEAM

Developer: Immobiliare New England and the Bricklayers & Laborers Non-Profit Housing Corporation

Architect: William Rawn Associates

PARCEL DESCRIPTION

Location: Bounded by 13th Street, 1st Avenue, the remainder of Parcel 4A and Boston Inner Harbor

PROJECT DESCRIPTION

Gross Square Feet:	45,300
Residential:	45,300 SF 39 below market rate condominiums
Parking:	39 spaces*

SCHEDULE

Estimated Start of Construction:	3rd quarter 1986
Estimated Completion:	3rd quarter 1987

BENEFITS

Annual Taxes	
Existing:	$0
Upon Completion:	$45,821
Employment	
Permanent Jobs:	1
Construction Jobs:	43

Immobiliare and the Authority will donate the land development rights and Immobiliare will make an additional payment so that the units can be sold at moderate levels.

* spaces not in building

AFFORDABLE HOUSING (PARCEL 4A)



THIRTEENTH STREET ELEVATION

FINANCING

Total Development Cost: $3.7 million

Financing Sources:
Private: Bank of New England, Boston

SHIPYARD QUARTERS MARINA - PHASE I (PIER 6)

Pier 6 originally had railroad tracks running along it. In 1982, a new marina with 150 slips for boats was completed.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Anderson Associates

PARCEL DESCRIPTION

Location: Pier 6

PROJECT DESCRIPTION

150-slip marina

SCHEDULE

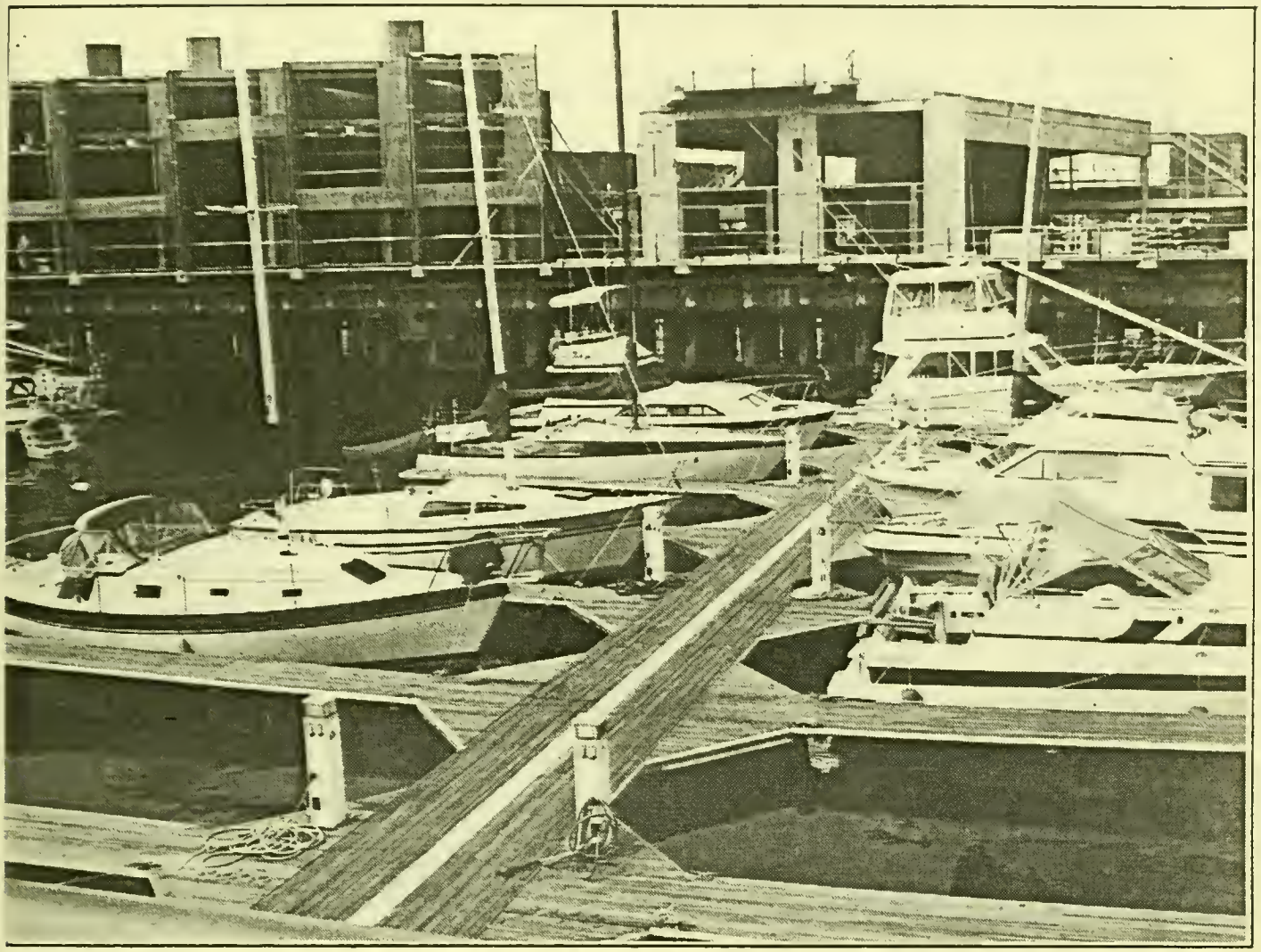
Start of Construction:	4th quarter 1981
Completed:	2nd quarter 1982

BENEFITS

Annual Taxes	$43,900*
Employment	
Permanent Jobs:	3
Construction Jobs:	37

* Taxes are for Shipyard Quarters Marina Phase I (Pier 6) and Shipyard Quarters Marina Phase II (Pier 8).

SHIPYARD QUARTER MARINA - PHASE I (PIER 6)



FINANCING

Total Development Cost: $3.5 million

Financing Sources:
Private; Bank of New England, Boston

CONSTELLATION WHARF (PIER 7)

Pier 7 was constructed in 1958 with end bearing concrete filled steel pipe piles and a concrete deck. It is currently under development as a 64-unit residential condominium project.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Notter Feingold Alexander

PARCEL DESCRIPTION

Location: Boston Inner Harbor

PROJECT DESCRIPTION

Gross Square Feet:	185,000	
Residential:	185,000	64 townhouse condominiums
Parking:	110	

SCHEDULE

Start of Construction:	1st quarter 1986
Estimated Completion:	1st quarter 1987

BENEFITS

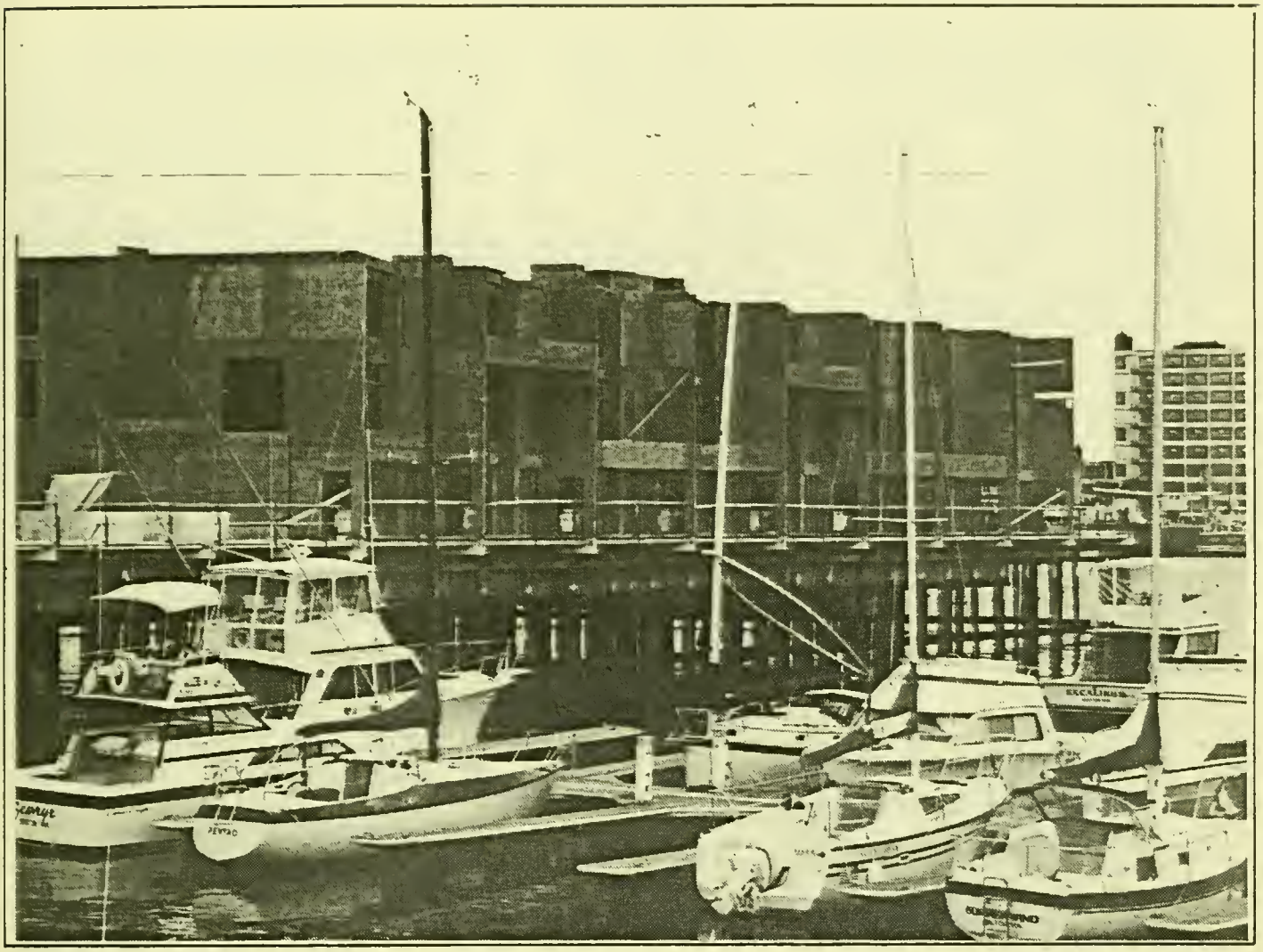
Annual Taxes

Existing:	$0
Upon Completion:	$235,296

Employment

Permanent Jobs:	1
Construction Jobs:	222

Payment
4% of gross sales price of the units



FINANCING

Total Development Cost: $19 million

Financing Sources:
Private; Bank of New England, Boston

SHIPYARD QUARTERS MARINA - PHASE II (PIER 8)

Pier 8 was built in 1910 with wood piles and a wood deck. A marina with 200 slips was recently completed.

DEVELOPMENT TEAM

Developer: Immobiliare New England
Architect: Childs, Bertman, Tseckares & Casendino

PARCEL DESCRIPTION

Location: Pier 8

PROJECT DESCRIPTION

200-slip marina

SCHEDULE

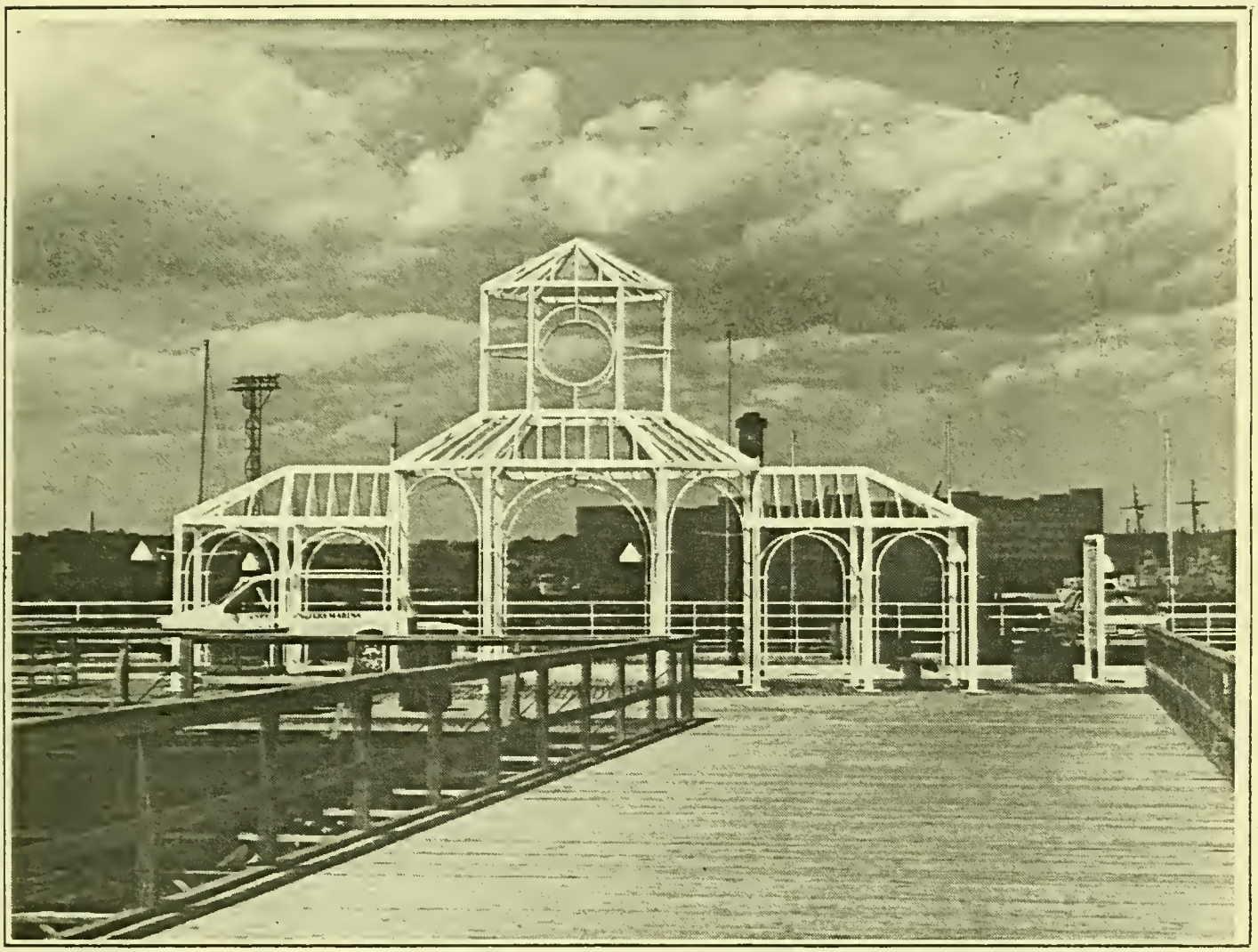
Start of Construction:	3rd quarter 1984
Completed:	3rd quarter 1985

BENEFITS

Annual Taxes	$43,900*
Employment	
Permanent Jobs:	4
Construction Jobs:	42

* Taxes are for Shipyard Quarters Marina Phase I (Pier 6) and Shipyard Quarters Marina Phase II (Pier 8).

SHIPYARD QUARTERS MARINA PHASE II (PIER 8)

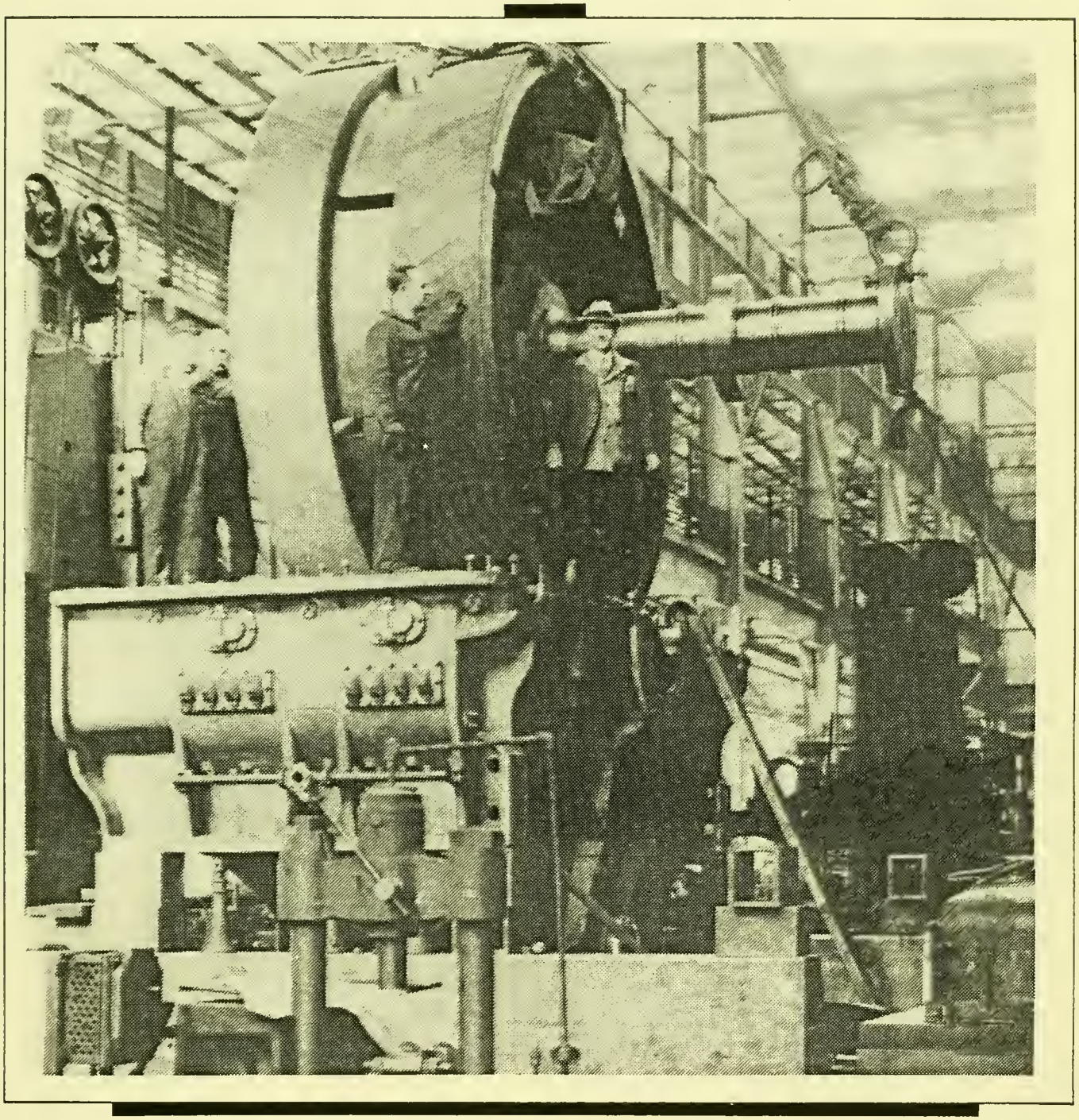


FINANCING

Total Development Cost: $4 million

Financing Sources:
Private; Bank of New England, Boston

4



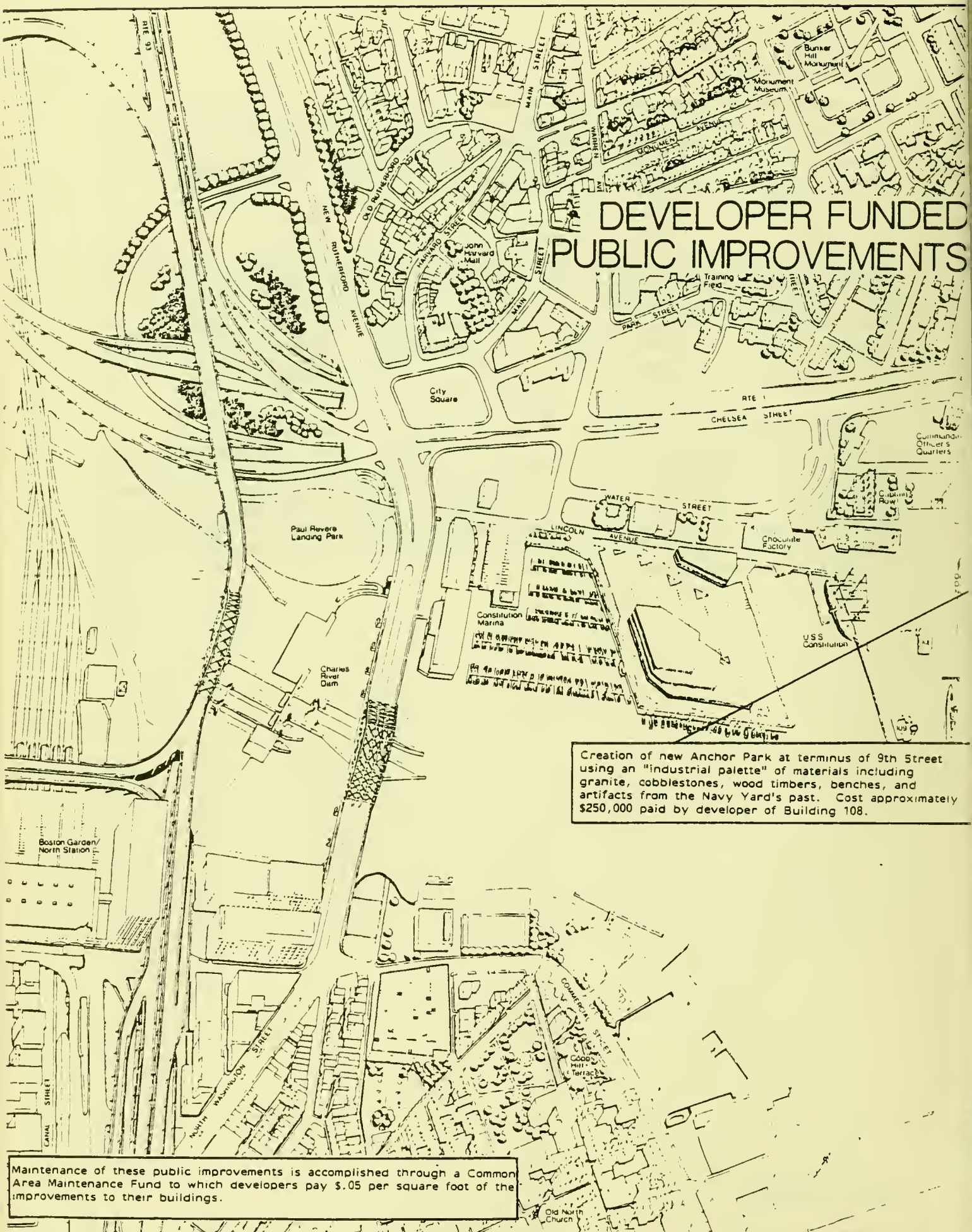
Public Benefits

Public Amenities

The development of the Charlestown Navy Yard will produce significant public amenities for the community in terms of new open spaces and cultural attractions. These amenities, paid for by developers, include public improvements such as the creation of new parks, plazas, streets and walkways, the cost of which is expected to total $6,510,000. These are shown on the accompanying map.

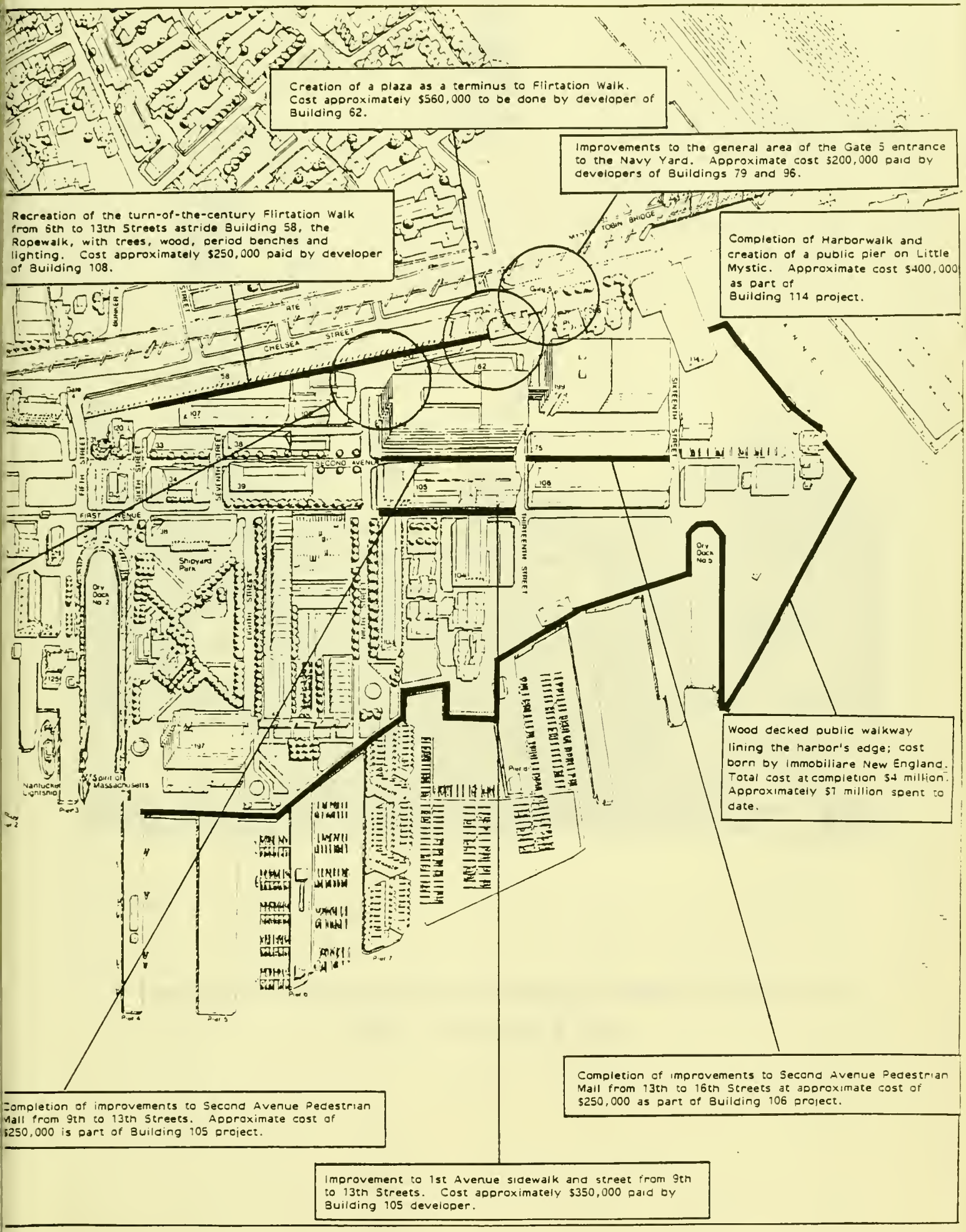
In addition, a new cultural and historic exhibit will be created in Building 105. The Immobiliare-Congress Joint Venture will create a display of chain forge equipment in the building where the new technology of die-lock chain production was invented in 1926. Die-lock chain became the Navy's standard chain and for many years the entire supply for the Navy was manufactured here. Monumental pieces of forge equipment, some sitting on concrete foundations as deep as 40 feet, mark the path through which the individual members of chain were cut, forged, and then assembled into links.

Immobiliare-Congress Ventures proposes to retain two die-lock production lines and an overhead monorail used to manufacture chain as centerpieces of an interpretive exhibit of the machinery. Research, development, and installation of the exhibit as well as the creation of an audio-visual production will cost $380,000, to be funded by the developer. Another $25,000 is committed for annual operation. The exhibit will occupy approximately 30,000 square feet. The remaining 100,000 square feet being created in the building will be devoted to commercial development.

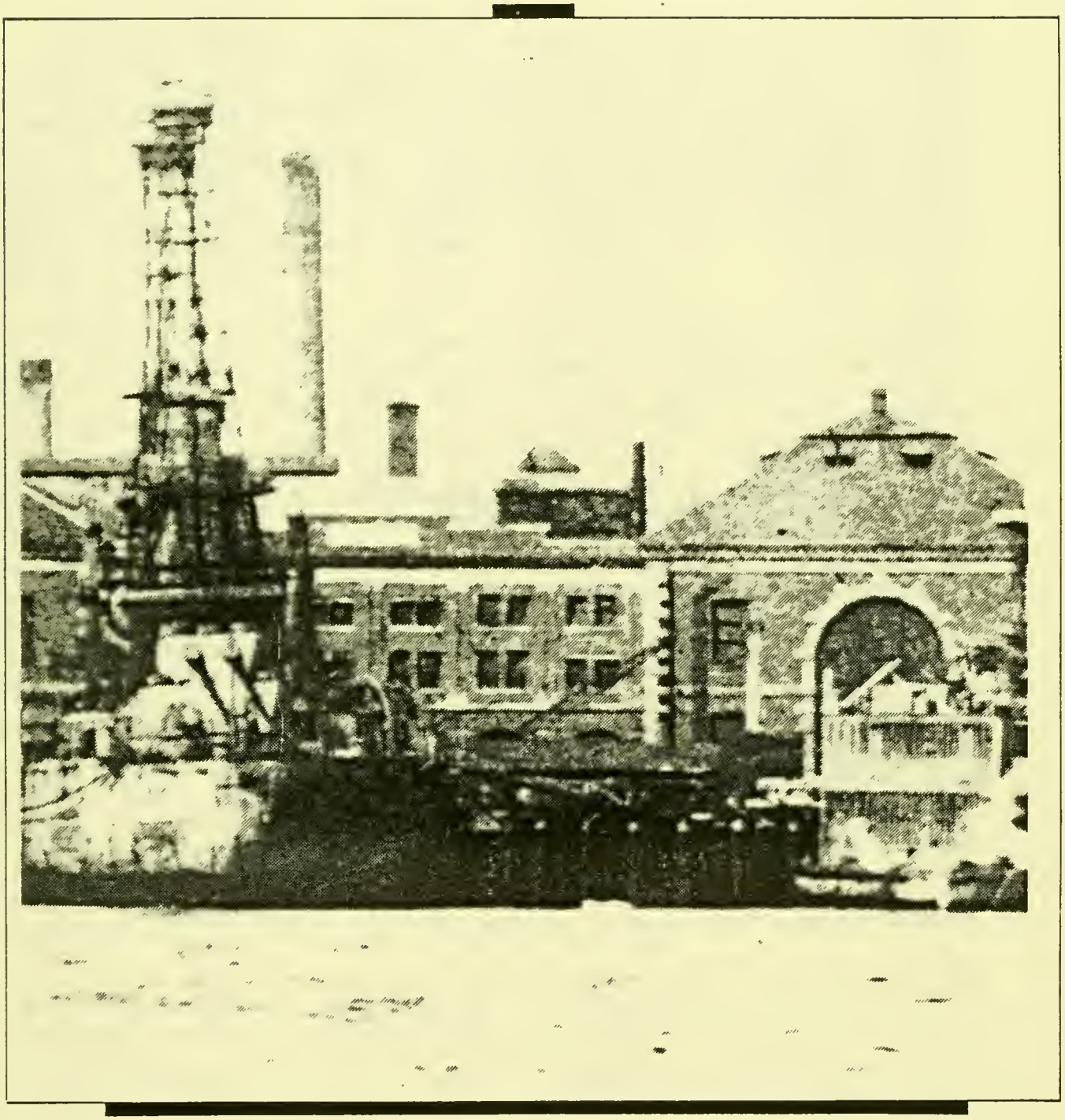


Creation of new Anchor Park at terminus of 9th Street using an "industrial palette" of materials including granite, cobblestones, wood timbers, benches, and artifacts from the Navy Yard's past. Cost approximately $250,000 paid by developer of Building 108.

Maintenance of these public improvements is accomplished through a Common Area Maintenance Fund to which developers pay $.05 per square foot of the improvements to their buildings.


Creation of a plaza as a terminus to Flirtation Walk. Cost approximately $560,000 to be done by developer of Building 62.
Improvements to the general area of the Gate 5 entrance to the Navy Yard. Approximate cost $200,000 paid by developers of Buildings 79 and 96.
Recreation of the turn-of-the-century Flirtation Walk from 6th to 13th Streets astride Building 58, the Ropewalk, with trees, wood, period benches and lighting. Cost approximately $250,000 paid by developer of Building 108.
Completion of Harborwalk and creation of a public pier on Little Mystic. Approximate cost $400,000 as part of Building 114 project.
Wood decked public walkway lining the harbor's edge; cost born by Immobiliare New England. Total cost at completion $4 million. Approximately $1 million spent to date.
Completion of improvements to Second Avenue Pedestrian Mall from 13th to 16th Streets at approximate cost of $250,000 as part of Building 106 project.
Completion of improvements to Second Avenue Pedestrian Mall from 9th to 13th Streets. Approximate cost of $250,000 is part of Building 105 project.
Improvement to 1st Avenue sidewalk and street from 9th to 13th Streets. Cost approximately $350,000 paid by Building 105 developer.
CHELSEA STREET
SECOND AVENUE
FIRST AVENUE
SEVENTH STREET
EIGHTH STREET
NINTH STREET
THIRTEENTH STREET
SIXTEENTH STREET
Shipyard Park
Dry Dock No 5
Pier 6
Pier 7
Pier 5
Pier 4
Nantucket Lightship
Spirit of Massachusetts

5



New Master Plan

Introduction of a New Masterplan

Almost ten years have passed since the adoption of the Land Disposition Agreement for the Charlestown Navy Yard, and the tentative masterplan which accompanied the LDA. Boston has awakened to the vast potential of its harbor as a vital urban resource; many new problems and initiatives have been outlined by the Harborpark strategy. In balancing economic, residential and commercial growth, housing has become a critical issue in planning for Boston and the harbor. A re-examination of earlier plans has become necessary to insure public access and protection of the urban and marine character of Boston's harbor while allowing full realization of its growth potential. The task at hand is to retain, as much as possible, the form, character and flavor of the Navy Yard, while equipping it for a new and useful life.

Since the creation of the Naval Shipyard in 1823, there has always been a master plan, including Parris' original, exhibiting a rectilinear regularity. This is still very apparent in spite of numerous accretions. There are common features in all these plans which still exist; notably, the strong grid of the streets and their distinct containment by buildings. The area between First Avenue and the water has consistently been developed as rectilinear 'finger' buildings perpendicular to the main axis and separated by the cross streets. The general quality of a hard surface punctuated with green spaces remains as the pedestrian experience of the Navy Yard.

In the physical treatment of the Navy Yard it is the intent of the Authority to neither recreate the appearance of an earlier time period nor to expunge all evidence of the area's industrial past. The origins and significance of the Navy Yard provide the basis of decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site. It is expected that proposals for building in the Navy Yard will exhibit an understanding of the evolution of the buildings and the site.

Parcels 4, 5, 6, and 7 complete the eastern edge of the Navy Yard. In doing so, it is essential that the strong, established patterns which lend the Navy Yard its unique atmosphere, are not ignored but incorporated into the new designs. Building massing should follow established patterns and not overload these parcels with a bulky "megastructure". The varied industrial and residential Navy Yard scales of buildings and open spaces will be continued.

Parcels 5, 6, and 7 are the destination of two major pedestrian walks: the Navy Yard's Second Avenue corridor, and the seven-mile Harborwalk which will run continuously along Boston's waterfront, as well as the ending of the Flirtation Walk series. These destinations are appropriately recognized as major anchor points. Although privacy and self-containment for the uses proposed are essential, strong emphasis is given to required public access.

The following sections analyze on an area-wide basis the open space system of the new development area of Charlestown Navy Yard and the potential for increased housing development on a parcel by parcel basis. Summary totals and a comparison chart are set forth below.

Charlestown Navy Yard Masterplan Totals September 9, 1986

Comparison of 1986 BRA Staff Recommendations with 1978 LDA Plan

	1986 BRA				1978 LDA		
Site	Retail (SF)	Housing (SF)	(Units)	Parking	Retail (SF)	Housing (Units)	Parking
Pier 4	9,900	0	0	0			
Building 197	5,000		154	184	5,400	154	184
1A Pavilion	41,160			60			
Pier 5	24,800	208,150	172	250		66	
Pier 6	20,900	77,000	62	120	Marina		
Pier 7	Completed	(185,000)	(64)			66	
Bldg. 42	Completed	(300,000)	(327)			368	
Bldg. 40	0	95,600	80	482			362
Shipways I		(36,897)	(21)			21	
Shipways II	(12,000)	(46,000)	(27)			27	
Shipways Garage	0	64,600	54	90			200
Pier 8	19,000	193,500	166		Marina		
Parcel 4A(1)	0	91,125	76	0			
Parcel 4A	20,000	208,800	190	200		384	339
Pier 9	4,800	0	0	0	Demolished		
Pier 10	15,000	118,800	110	60	Demolished		
Parcel 5	40,000	513,900	452	500	Hotel	?	
Parcel 6A	10,000	106,800	92	0			
Parcel 6B	51,200	210,960	152	400	Garage		
Parcel 7	68,500	438,860	343	810	Not Described		
TOTAL	336,260	2,575,655	2,103	3,158	N.A.	1,086	1,085

UD6/SS/091986

OPEN SPACE

As the Charlestown Navy yard becomes fully developed as a waterfront community, a series of connected, yet diverse, public open spaces will be designed to complement the proposed residential and commercial development. These public open spaces will utilize the unique historical character of the Navy Yard. They will combine the spirit and energy of Harborpark's publically accessible seven mile inner harbor waterfront zone with a series of interior pedestrian malls, avenues, public parks and ornamental gardens.

Included in this system will be:

Harborwalk: A continuation of Harborpark, the Harborwalk at the Navy Yard will provide continuous public access along the water's edge. The experiences along Harborwalk will be diverse, yet all will adhere to Harborpark's objectives of accessibility, increased activity and attention to detail. Connecting entry gate # 4, through Shipyard Park, to individual piers and promenades, the Harborwalk will traverse the Navy Yard's perimeter, ending in an enclosed winter garden. Along its route it will provide continuous views of the city skyline and harbor islands.

Gardenwalk: The gardenwalk will recall the past 'garden' landscapes of the Navy Yard through the use of historic and traditional seaside garden plantings. Designed as a series of outdoor rooms, the gardenwalk will contain specially design gardens, highlighted by perennial beds, flowering shrubs and vines and garden furniture. The 'rooms' of gardenwalk will be connected by allees of flowering trees.

A major goal of the 'gardenwalk' will be to restore some of the plant material which was previously planted in the Navy Yard. It will connect the historic landscape of the Admiral's Quarters at the National Park site through the Historic Transfer Area also along the water's edge to the enclosed winter garden. The 'gardenwalk' will, through the use of garden structures and walkways, complement the existing Harborpark plant materials and site details.

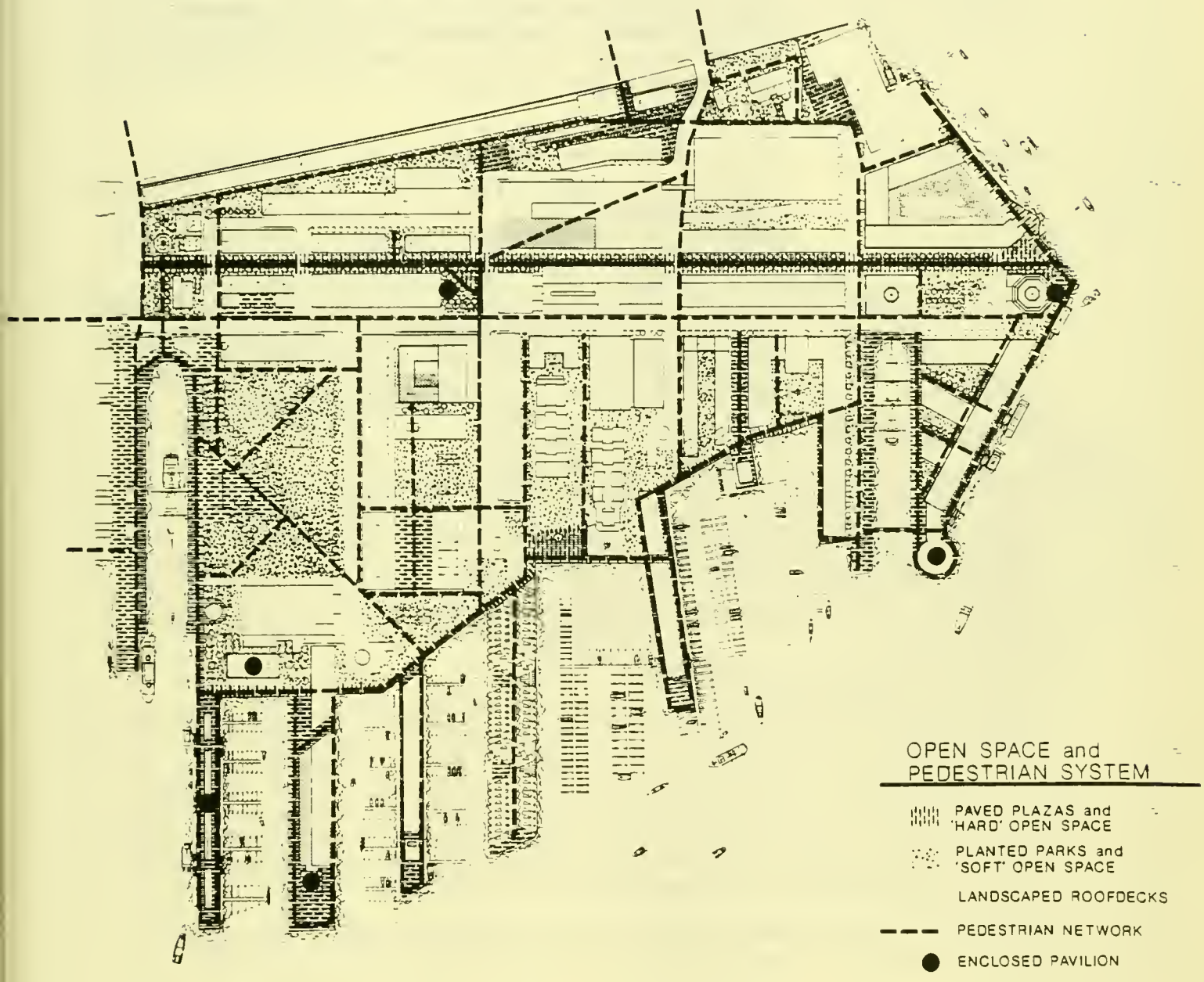
To illustrate the wide variety of plant materials proposed for the Navy Yard a plant list is included based on a 1929 article in the Boston Globe (see Appendix 2).

Parks

To complement the existing Shipyard Park, two new parks will be created. Both will contain components suitable to both active and passive recreation. A child's playground will be developed with a connecting path for riding bicycles. Seating will be provided as will broad lawn areas suitable for sport activities.

Anchor Park: One of a string of open spaces and gardens which open off of Flirtation Walk, Anchor Park will recall the historic open storage court for Navy ship anchors which was used as a serendipitous parkspace.

CHARLESTOWN NAVY YARD
Open Space Plan



Captains Quarters: Another link in Flirtation Walk's chain of greenspaces, Captains Quarters forms a residential corner of the Yard, with historic trees, insterra, and garden plantings, granite wall and new brick-paved court.

Chain Forge Park: Between Buildings 39 and 105, bronze statues commemorate the Navy Yard workers who manned the unique Die Lock chain forges of Building 105, in a setting representing the emergence of the marketing industry from the natural Charlestown peninsula.

Dry Dock Five: As a contrast to the larger and more open Dry Dock Two in Shipyard Park, Dry Dock Five is more defined by building edges, a characteristic of the large scale industrial spaces in a working Navy Yard. Softer, more private landscaped courtyards and a tot lot open onto the space.

Gate Five Park: A link in Flirtation Walk, Gate Five Park focuses the urban space defined by 5 historic buildings with granite plaza, rows of trees, a focus sculpture, and seasonal flowers. It becomes the forecourt for the Ropewalk Museum.

Yard's End Square: Defined by new building edges, the square contains hard and soft elements, a fountain, and tree plantings celebrating the 1st and 2nd Avenue corridors along its edges.

Plazas/Courtyards

Throughout the Navy Yard will be a series of courtyards and plazas that will create formal entires into the residential and commercial buildings while adding significant contributions to the open space system. Following no one set of guidelines, these spaces will, through their diversity and attention to detail, create outdoor 'rooms' which are urban in character. All will contain fine paving materials, seating, lighting and carefully selected plant materials.

Pedestrian Mall

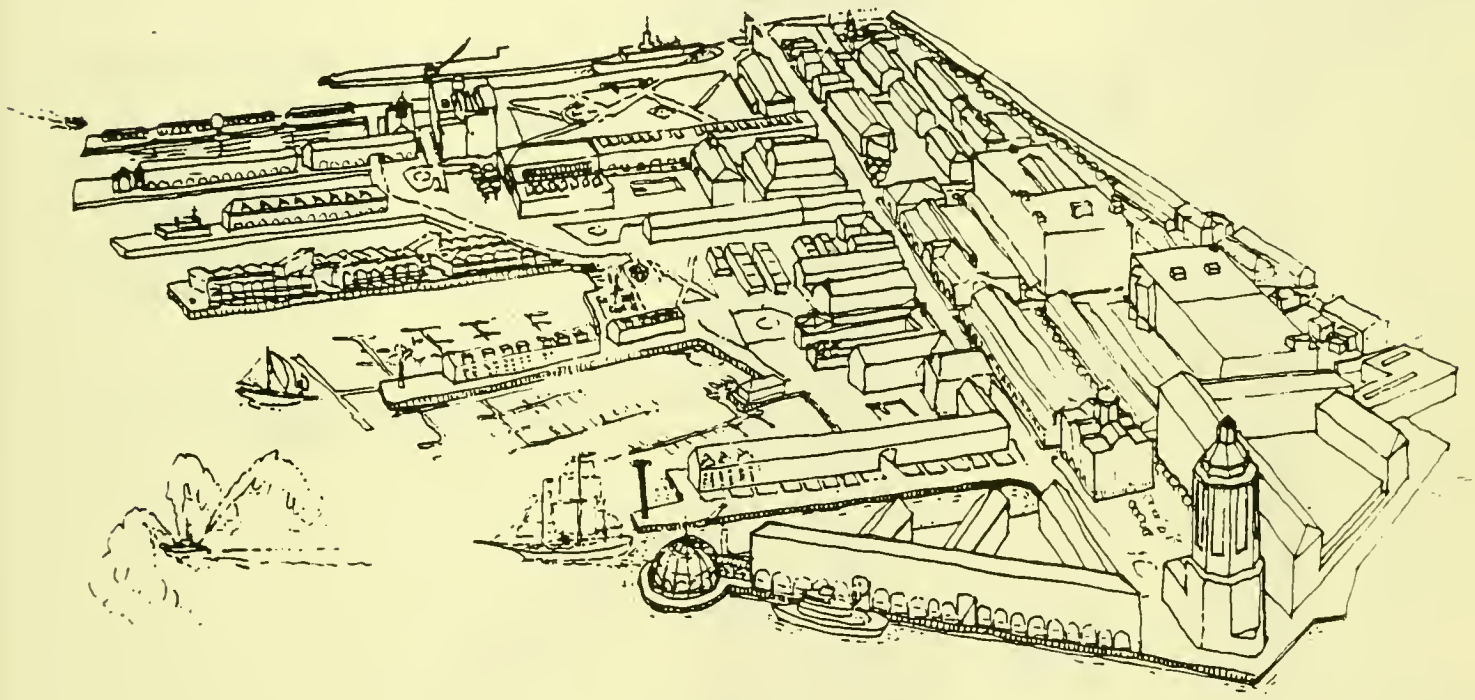
To reinforce the limited use of automobiles throughout the Navy Yard, Second Avenue will be closed to traffic and a pedestrian mall will be created. This mall will serve as a focus for retail activity. It will contain amenities like those at Faneuil Hall, with diverse seating components, annual plantings, trash receptacles and improved signage. The mall will be tree-lined, echoing early images of First Avenue, which was originally lined with stately elms. The existing vocabulary of Broad granite pavers, period benches, Bishop's Crook Light Standards and plantings will be continued.

The Second Avenue mall will connect the Historic Monument Area with a residential park and Harborwalk.

Urban Streetscapes - The streetscapes at the Navy Yard will be tree-lined with appropriate lighting, seating and paving materials. The tree plantings that accent the streets will tie the green open spaces together, providing a continuous band of green throughout the project.

Flirtation Walk - A special feature contained in the open space system at the Navy Yard will be the Flirtation Walk. This linear park will recreate the turn of the century landscape, connecting Gates 4 and 5, running parallel to the Ropewalk, with mature trees, period benches, and lighting.

The open space system at the Navy Yard contains many diverse components. It will have many active elements and include amenities that will service a large population of residents, office workers and guests. The landscape will act as a binding element, completing the transition from historic properties to newly designed projects.



PIER FOUR

Site Area	40,320 sf
Gross Building Area	9,900 sf
F.A.R.	0.25

USES:

Parking Off-Site. Emergency Vehicle Access Only.

Retail/Commercial Area 9,900 sf

AMENITIES:

Retail Vendor Market Attraction on Public Pier. Harborwalk improvements.

Active retail - pushcarts, vendors, refreshments, etc.; public pier and docking facilities

Water taxi queue.
Harbor Ferry stop.
Four hour public boat dock.

MASSING:

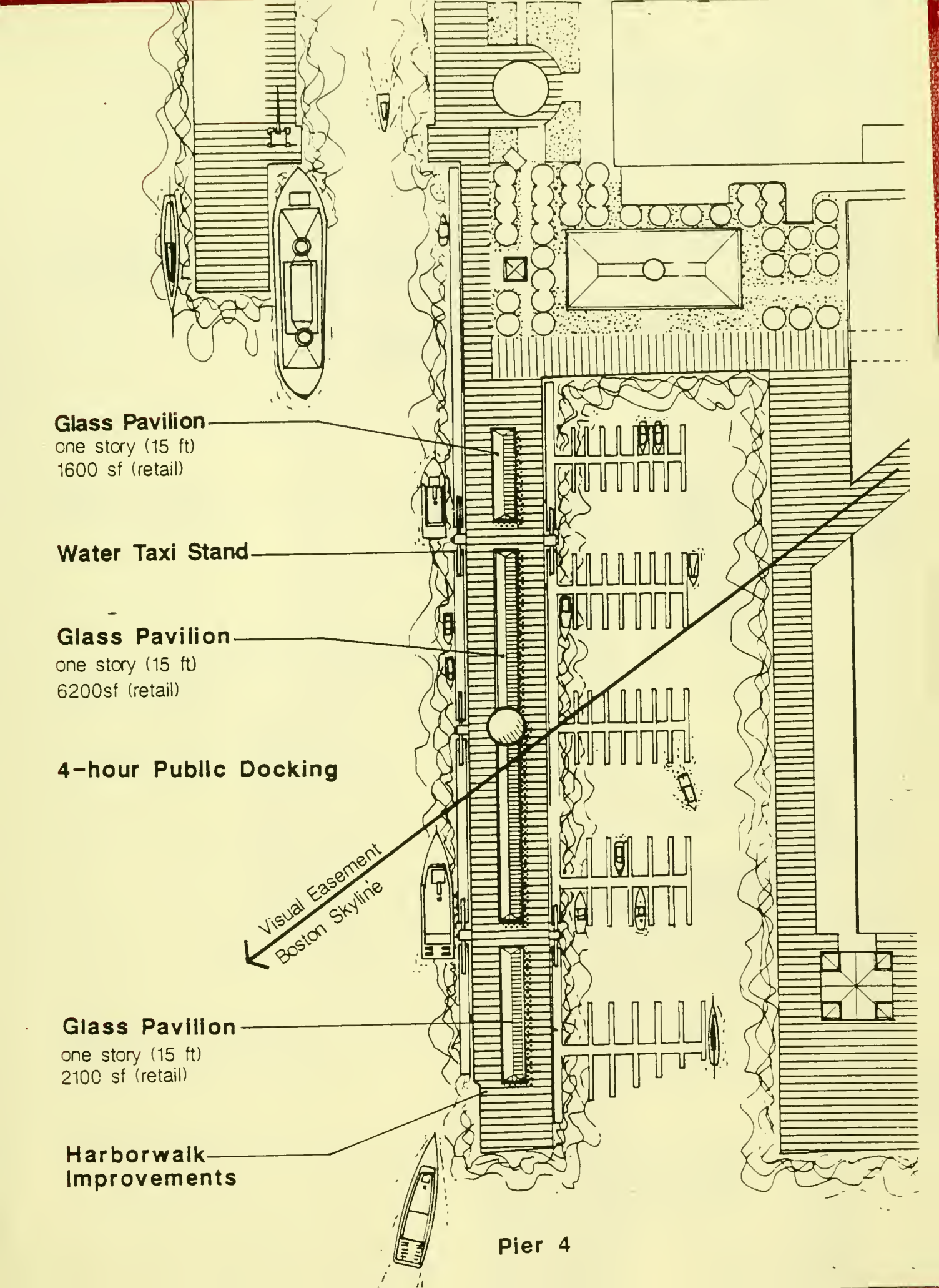
Height: 15' (Dome 25')

Floorplates:

3 Pavilions:	20'x105'	2,100
	20'x80'	1,600
	20'x310'	6,200
	Total	9,900 sf

MATERIALS:

Exterior:	Steel frame and glass.
Roof:	Glass with canvas sun screen.
Ground plane:	Brick and granite. Wood decking allowed.


Glass Pavilion
one story (15 ft)
1600 sf (retail)
Water Taxi Stand
Glass Pavilion
one story (15 ft)
6200sf (retail)
4-hour Public Docking
Visual Easement
Boston Skyline
Glass Pavilion
one story (15 ft)
2100 sf (retail)
Harborwalk
Improvements
Pier 4

PARCEL 1-A PAVILION

Site Area	18,050 sf
Gross Building Area	41,160 sf
F.A.R.	2.28
Net Saleable/Rentable Area	35,000 sf

USES:

Retail/Commercial: 41,160 sf
Year round restaurant and retail.
Parking: 60 spaces underground in connection with Pier 5 parking.

AMENITIES:

Elevated Vistas across harbor of Boston skyline.
Proximity to Pier 4 markets and Shipyard Park.
Winter garden character and landscaped plaza.

MASSING:

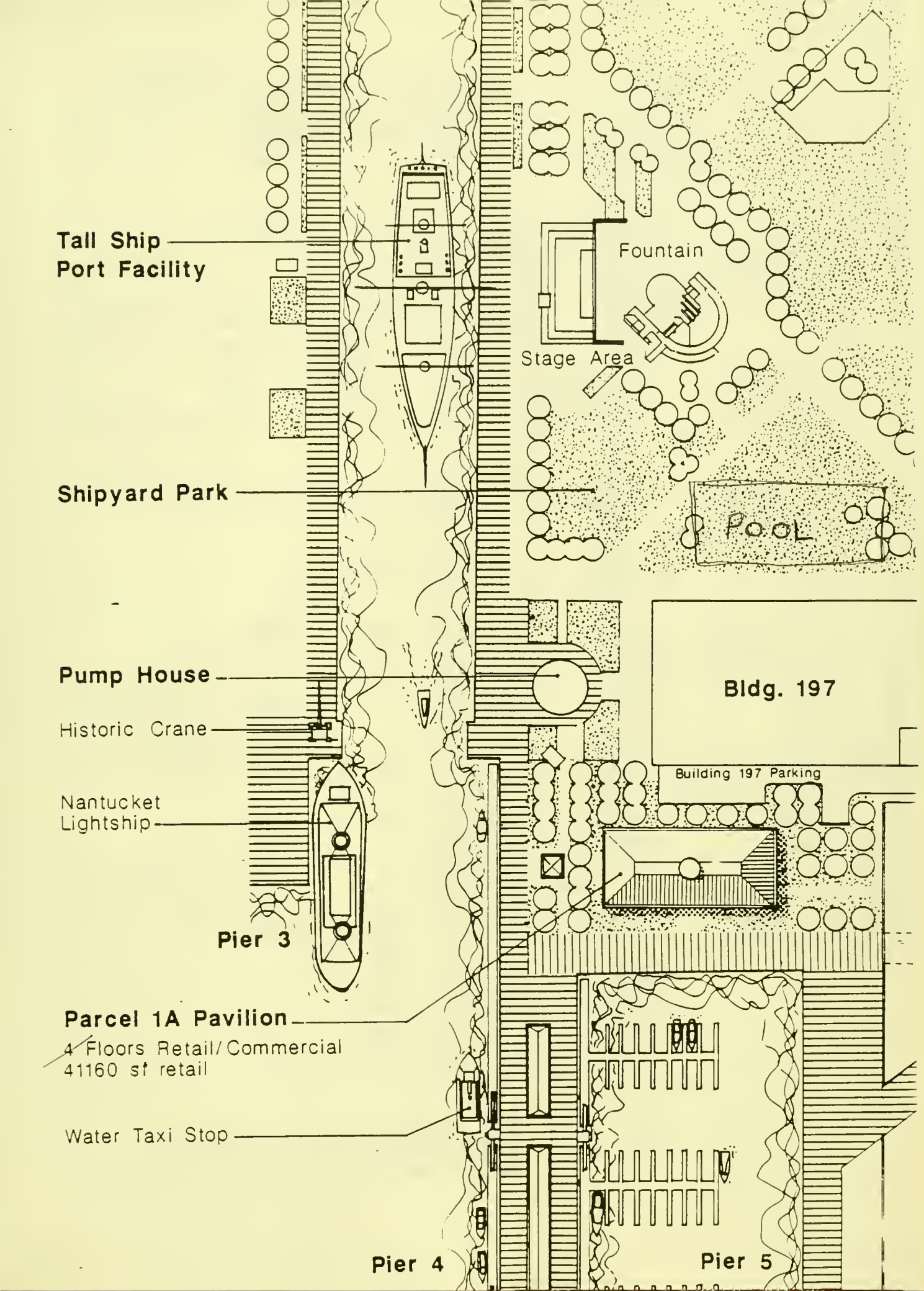
Height: 45' (4 Stories)

Floorplates:

Ground:	70'x147'	(10,290 sf)
Second:	70'x147'	(10,290 sf)
Third:	70'x147'	(10,290 sf)
Fourth:	70'x147'	(10,290 sf)
	Total	41,160 sf

MATERIALS:

Exterior:	Steel frame and glass.
Roof:	Glass with operable sun screens.
Ground plane:	Brick and granite. Parking 60 spaces underground.


Tall Ship
Port Facility
Fountain
Stage Area
Shipyard Park
POOL
Pump House
Bldg. 197
Historic Crane
Building 197 Parking
Nantucket
Lightship
Pier 3
Parcel 1A Pavilion
4 Floors Retail/Commercial
41160 sf retail
Water Taxi Stop
Pier 4
Pier 5

PIER FIVE

Site Area	83,200 sf
Gross Building Area	232,950 sf
F.A.R.	2.80
Net Saleable/Rentable Area	174,800 sf

USES:

Retail/Commercial:	24,800 sf
Parking: (part underground, part in reconstructed pier)	250 spaces

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br.	15%	750 sf	35
1 Br.	37.5%	950 sf	70
2 Br.	37.5%	1,200 sf	55
3 Br.	10%	1,450 sf	12
Total Dwelling Units			172

AMENITIES:

Upper deck promenade and pavilion.
Covered pedestrian arcade; water taxi and market areas nearby; high percentage of ground floor devoted to housing related uses.

MASSING:

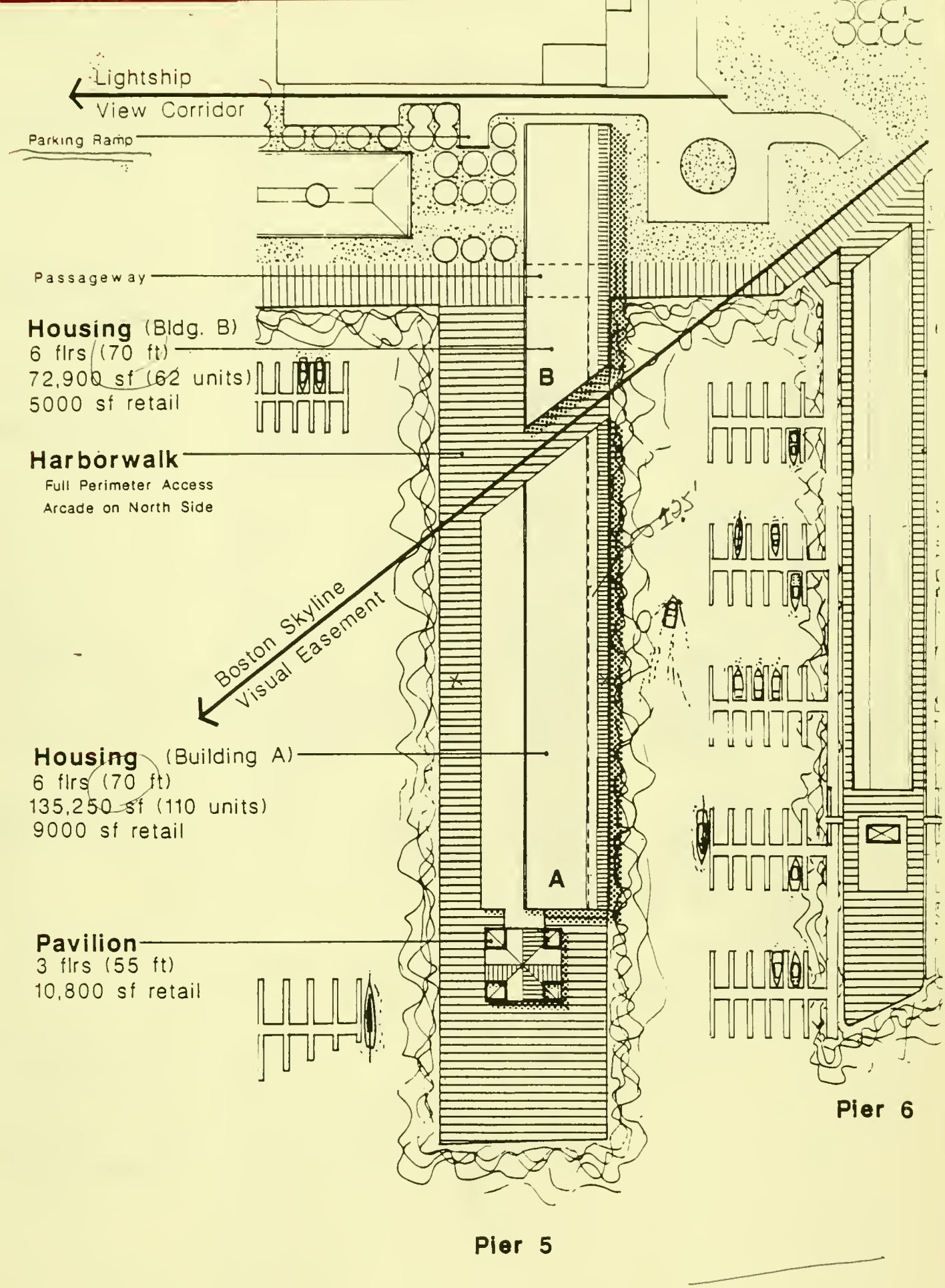
Housing:	55-70' (6 Stories)
Public Pavilion:	55' (3 Stories)

Floorplates:

	Dimensions	Retail	Housing	Units
Building A				
Ground:	100'x330'	5,000 sf	28,000 sf	
Second:	65'x330'		21,450 sf	22
Third:	65'x330'		21,450 sf	22
Fourth:	65'x330'		21,450 sf	22
Fifth:	55'x210'		18,150 sf	16
Sixth:	45'x330'		14,850 sf	16
Penthouse:	30'x330'		9,900 sf	12
Sub Totals		5,000 sf	135,250 sf	110
Building B				
Ground:	65'x210'	9,000 sf	4,650 sf	
Second:	65'x210'		13,650 sf	12
Third:	65'x210'		13,650 sf	12
Fourth:	65'x210'		13,650 sf	12
Fifth:	55'x210'		11,550 sf	10
Sixth:	45'x210'		9,450 sf	10
Penthouse:	30'x210'		6,300 sf	6
Sub Totals		9,000 sf	72,900 sf	62
Pavilion				
Ground:	60'x60'	3,600 sf		
Second:	60'x60'	3,600 sf		
Third:	60'x60'	3,600 sf		
Sub Totals		10,800 sf		
Totals		24,800 sf	208,150 sf	172

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite. Landscaped areas including bosque of trees, lawn and garden around Building B.


Lightship
View Corridor
Parking Ramp
Passageway
Housing (Bldg. B)
6 flrs (70 ft)
72,900 sf (62 units)
5000 sf retail
B
Harborwalk
Full Perimeter Access
Arcade on North Side
Boston Skyline
Visual Easement
Housing (Building A)
6 flrs (70 ft)
135,250 sf (110 units)
9000 sf retail
A
Pavilion
3 flrs (55 ft)
10,800 sf retail
Pier 6
Pier 5

PIER 6

Site Area	39,650 sf
Gross Building Area	97,900 sf
F.A.R.	2.37
Net Saleable/Rentable Area	62,900 sf

USES:

Retail/Commercial:	20,900 sf
Parking: (part underground, part in reconstructed pier)	120 spaces

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	13
1 Br	37.5%	950 sf	25
2 Br	37.5%	1200 sf	20
3 Br	10%	1450 sf	4
Total Dwelling Units			62

AMENITIES:

Marina and boat slip access.

MASSING:

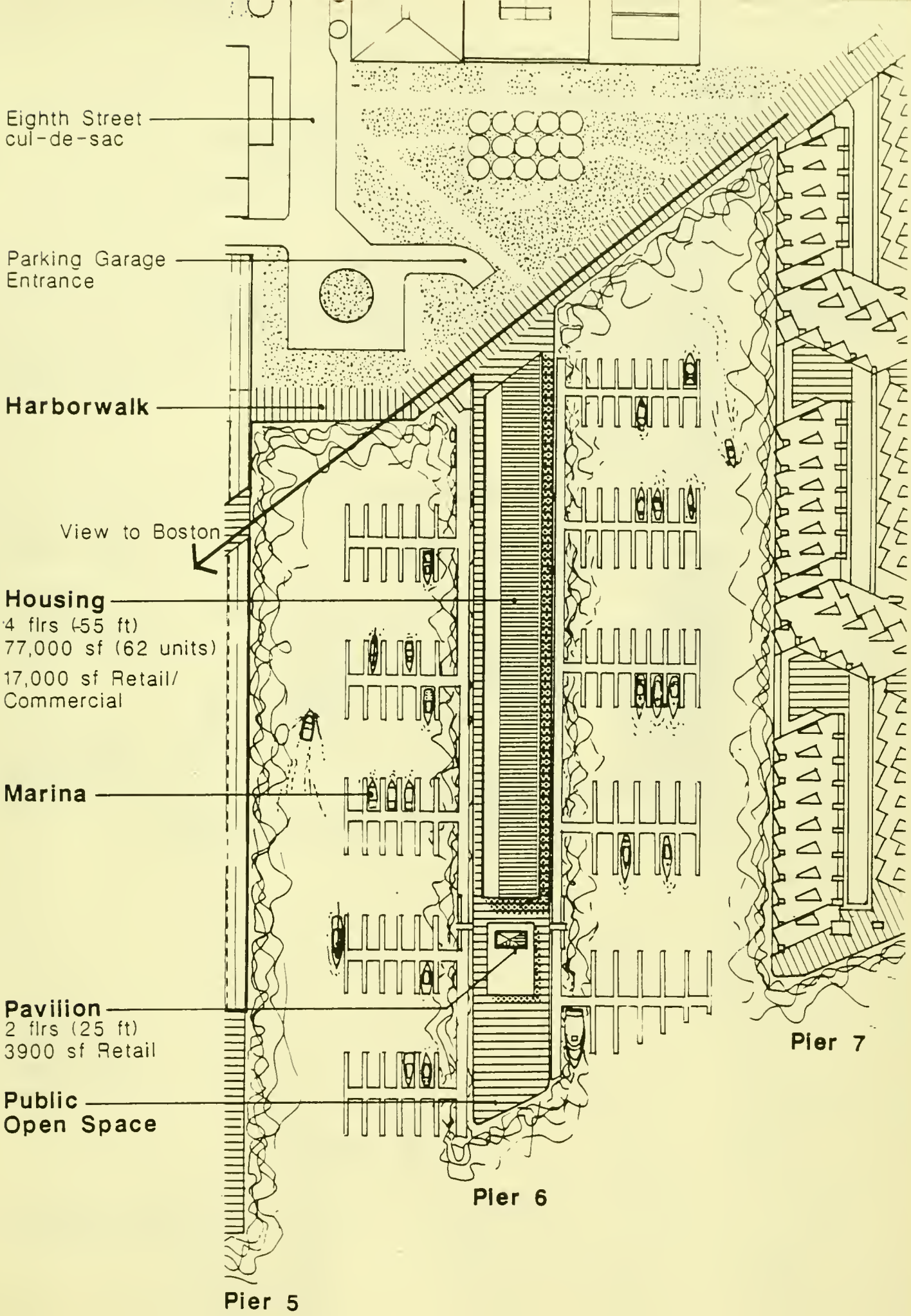
Housing: 55' (4 Stories)

Floorplates:

	Dimensions	Retail	Housing	Units
Building				
Ground:	50'x400'	17,000 sf	3,000 sf	
Second:	50'x400'		20,000 sf	18
Third:	50'x400'		20,000 sf	18
Fourth:	50'x400'		20,000 sf	18
Penthouse	35'x400'		14,000 sf	8
Totals		17,000 sf	77,000 sf	62
Pavilion				
Ground:	40'x60'	2,400 sf		
Second	30'x50'	1,500 sf		
Totals		3,900 sf		
Totals:		20,900 sf	77,000 sf	62

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite.


Eighth Street
cul-de-sac
Parking Garage
Entrance
Harborwalk
View to Boston
Housing
4 flrs (55 ft)
77,000 sf (62 units)
17,000 sf Retail/
Commercial
Marina
Pavilion
2 flrs (25 ft)
3900 sf Retail
Public
Open Space
Pier 5
Pier 6
Pier 7

BUILDING NO. 40 GARAGE INFILL

Site Area	50,600 sf
Gross Building Area	95,600 sf (new)
F.A.R.	1.89 (add'l)
Net Saleable/Rentable Area	81,090 sf

USES:

Retail/Commercial: Existing at garage base.
Parking: 362 existing spaces for Building 42 on 3 levels.

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	16
1 Br	37.5%	950 sf	32
2 Br	37.5%	1,200 sf	26
3 Br	10%	1,450 sf	6
Total Dwelling Units			80

AMENITIES:

Private courtyard on roof deck of garage.

MASSING:

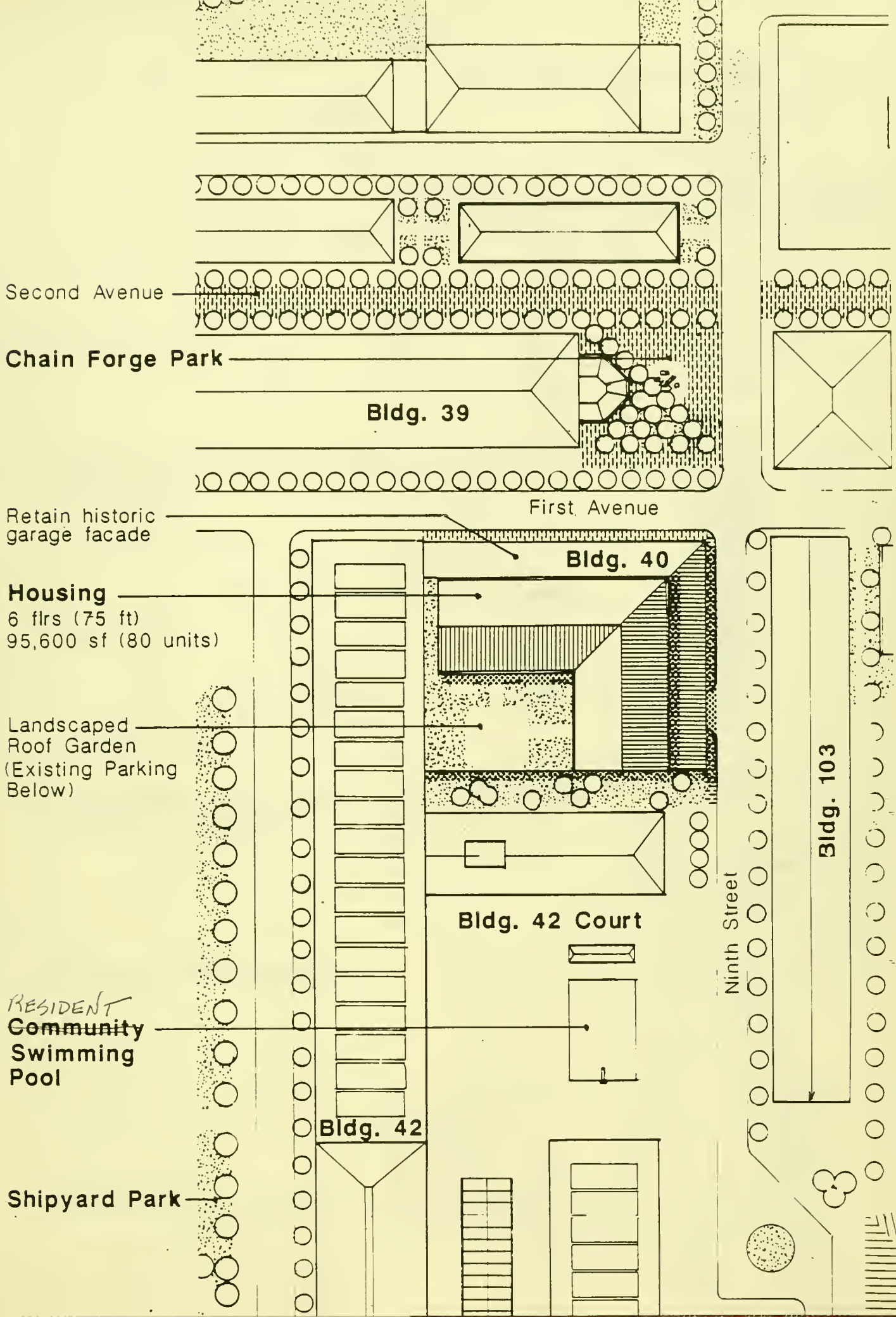
Height: 75' (6 Stories)

Floorplates:

	Dimensions	Retail	Housing	Units
Ground:	40'x160'		6,400 sf	6
Second:	40'x320'		12,800 sf	10
Third:	40'x320'		12,800 sf	10
Fourth:	66'x320'		21,200 sf	18
Fifth:	66'x320'		21,200 sf	18
Sixth:	66'x320'		21,200 sf	18
Totals			95,600sf	80

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite. Landscaped courtyard garden on garage roof.


Second Avenue
Chain Forge Park
Bldg. 39
First Avenue
Retain historic garage facade
Bldg. 40
Housing
6 flrs (75 ft)
95,600 sf (80 units)
Landscaped Roof Garden (Existing Parking Below)
Bldg. 42 Court
Ninth Street
Bldg. 103
RESIDENT
Community Swimming Pool
Bldg. 42
Shipyard Park

SHIPYWAYS GARAGE HOUSING INFILL

Site Area	24,200 sf
Gross Building Area	64,600 sf
F.A.R.	2.67
Net Saleable/Rentable Area	54,910 sf

USES:

Retail/Commercial: Existing at garage base.
Parking: 90 existing spaces on 2 floors for Shipways townhouses.

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	11
1 Br	37.5%	950 sf	22
2 Br	37.5%	1,200 sf	17
3 Br	10%	1,450 sf	4
Total Dwelling Units			54

AMENITIES:

Opposite building 105 Market and Exhibition Hall. Terraced roof court between Building 104 renovation and garage infill.

MASSING:

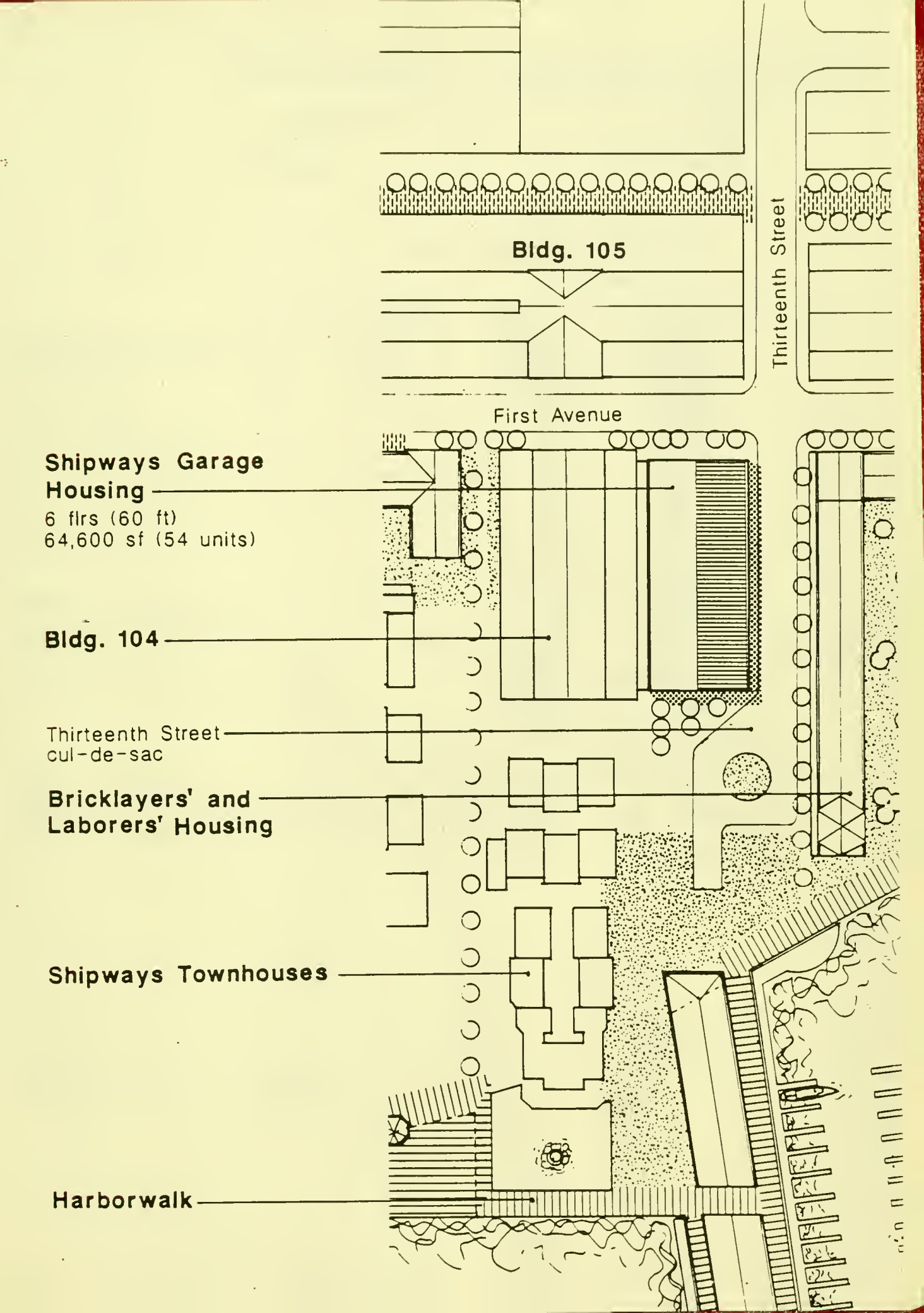
Height: 60' (6 Stories)

Floorplates:

	Dimensions	Retail	Housing	Units
Ground:				
Second:				
Third:	85'x190'		16,150 sf	14
Fourth:	85'x190'		16,150 sf	14
Fifth:	85'x190'		16,150 sf	14
Sixth:	85'x190'		16,150 sf	12
Totals			64,600 sf	54

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite.


Bldg. 105
Thirteenth Street
First Avenue
Shipways Garage Housing
6 flrs (60 ft)
64,600 sf (54 units)
Bldg. 104
Thirteenth Street
cul-de-sac
Bricklayers' and Laborers' Housing
Shipways Townhouses
Harborwalk

PARCEL 4A - BRICKLAYERS

Site Area	59,500 sf
Gross Building Area	91,125 sf
F.A.R.	1.53
Net Saleable/Rentable Area	77,450 sf

USES:

Retail/Commercial: None
Parking: Off Site; Partially on-street

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	15
1 Br	37.5%	950 sf	31
2 Br	37.5%	1,200 sf	24
3 Br	10%	1,450 sf	6
Total Dwelling Units			76

AMENITIES:

Affordable housing available by city lottery.
Private garden courts to rear of units, individual entries. Close to sailing club facility.

MASSING:

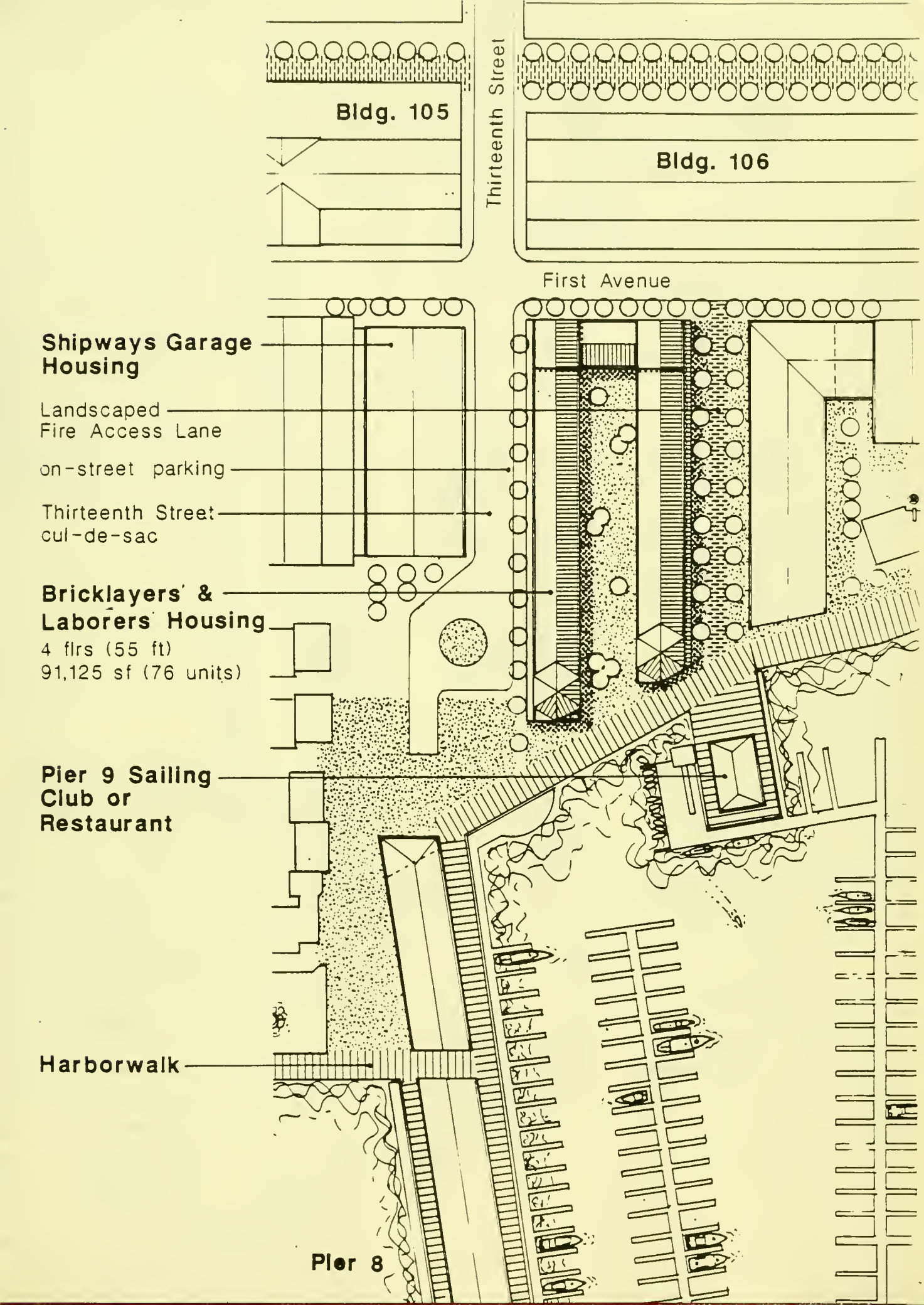
Height: 55' (4 Stories)

Floorplates:

	Dimensions	Retail	Housing	Units
Ground:	45'x675'		30,375 sf	22
Second:	45'x675'		30,375 sf	27
Third:	45'x675'		30,375 sf	27
Totals			91,125 sf	76

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite. Landscaped gardens and terraces, street trees, and paved allee of mature trees on Pier 9 corridor.


Bldg. 105
Thirteenth Street
Bldg. 106
First Avenue
Shipways Garage Housing
Landscaped Fire Access Lane
on-street parking
Thirteenth Street cul-de-sac
Bricklayers' & Laborers' Housing
4 flrs (55 ft)
91,125 sf (76 units)
Pier 9 Sailing Club or Restaurant
Harborwalk
Pier 8

PIER EIGHT

Site Area, excluding water	51,200 sf
Gross Building Area	193,500 sf
F.A.R.	3.8
Net Saleable/Rentable Area	150,930 sf

USES:

Retail/Commercial: Ground floor throughout.
Parking: 200 Underground and in reconstructed pier.

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	25
1 Br	37.5%	950 sf	62
2 Br	37.5%	1,200 sf	62
3 Br	10%	1,450 sf	17
Total Dwelling Units			166

AMENITIES:

Proximity to marina slips; vistas of Boston Skyline.

MASSING:

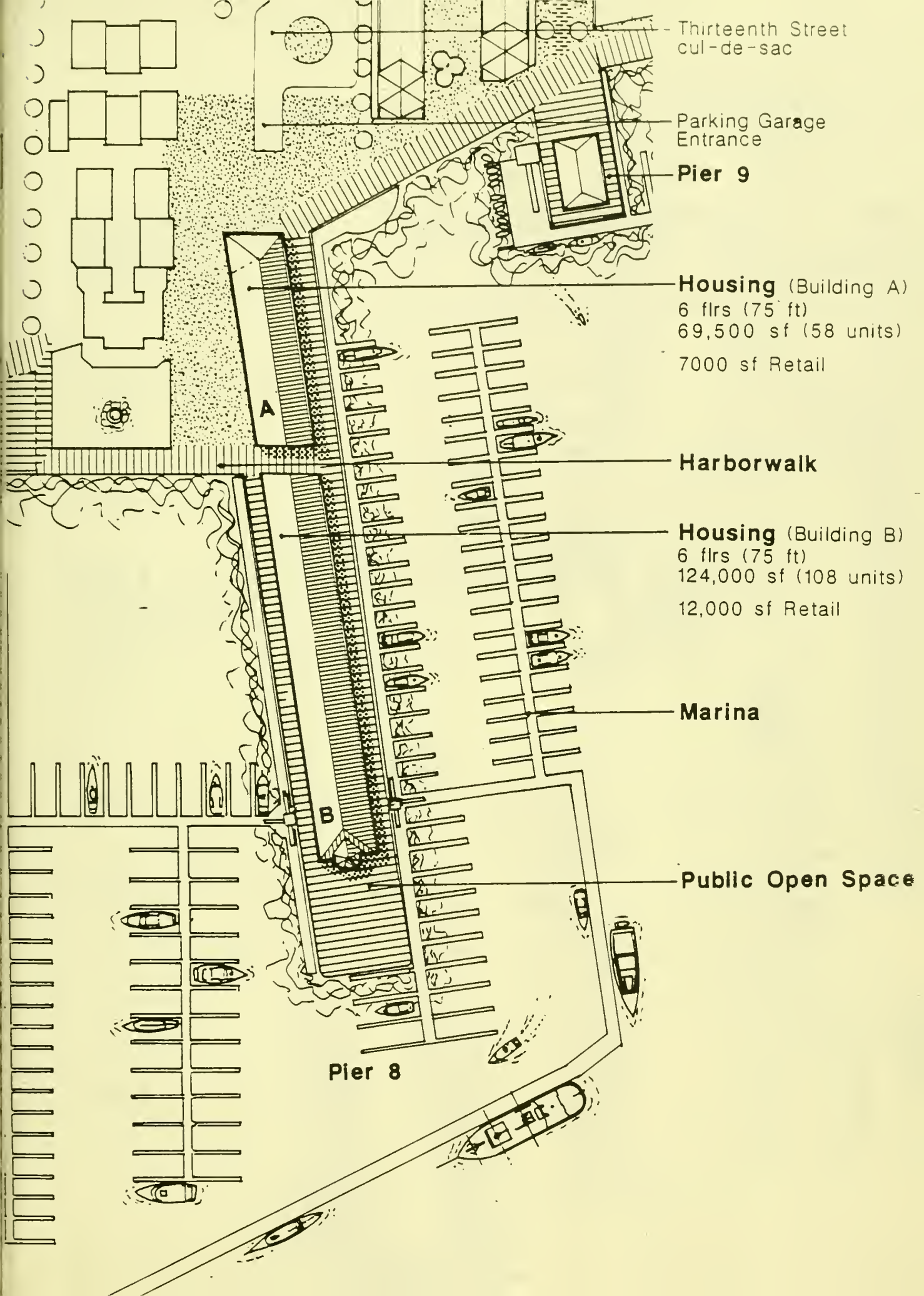
Height: 55-75' (5-6 Stories)

Floorplates:

	Dimensions	Retail	Housing	Units
Building A				
Ground:	65'x180'	7,000 sf	4,700 sf	
Second:	65'x180'		11,700 sf	11
Third:	65'x180'		11,700 sf	11
Fourth:	65'x180'		11,700 sf	11
Fifth:	65'x180'		11,700 sf	11
Sixth:	55'x180'		9,900 sf	8
Penthouse:	45'x180'		8,100 sf	6
Sub Totals		7,000 sf	69,500 sf	58
Building B				
Ground:	65'x320'	12,000 sf	8,800 sf	
Second:	65'x320'		20,800 sf	20
Third:	65'x320'		20,800 sf	20
Fourth:	65'x320'		20,800 sf	20
Fifth:	65'x320'		20,800 sf	20
Sixth:	55'x320'		17,600 sf	16
Penthouse:	45'x320'		14,400 sf	12
Sub Totals		12,000 sf	124,000 sf	108
Totals		19,000 sf	193,500 sf	166

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite. Landscaped areas, including bosque of trees, garden planting around Building A.


Thirteenth Street
cul-de-sac
Parking Garage
Entrance
Pier 9
Housing (Building A)
6 flrs (75 ft)
69,500 sf (58 units)
7000 sf Retail
A
Harborwalk
Housing (Building B)
6 flrs (75 ft)
124,000 sf (108 units)
12,000 sf Retail
Marina
B
Public Open Space
Pier 8

PIER 9 PAVILION

Site Area	6,600 sf
Gross Building Area	4,800 sf
F.A.R	0.73

USES:

Retail/Commercial: Sailing Club or Restaurant
Parking: Off Site; spaces available at Parcel 4.

AMENITIES:

Yacht Club would potentially provide major Boston draw with Charlestown Cup Race.

MASSING:

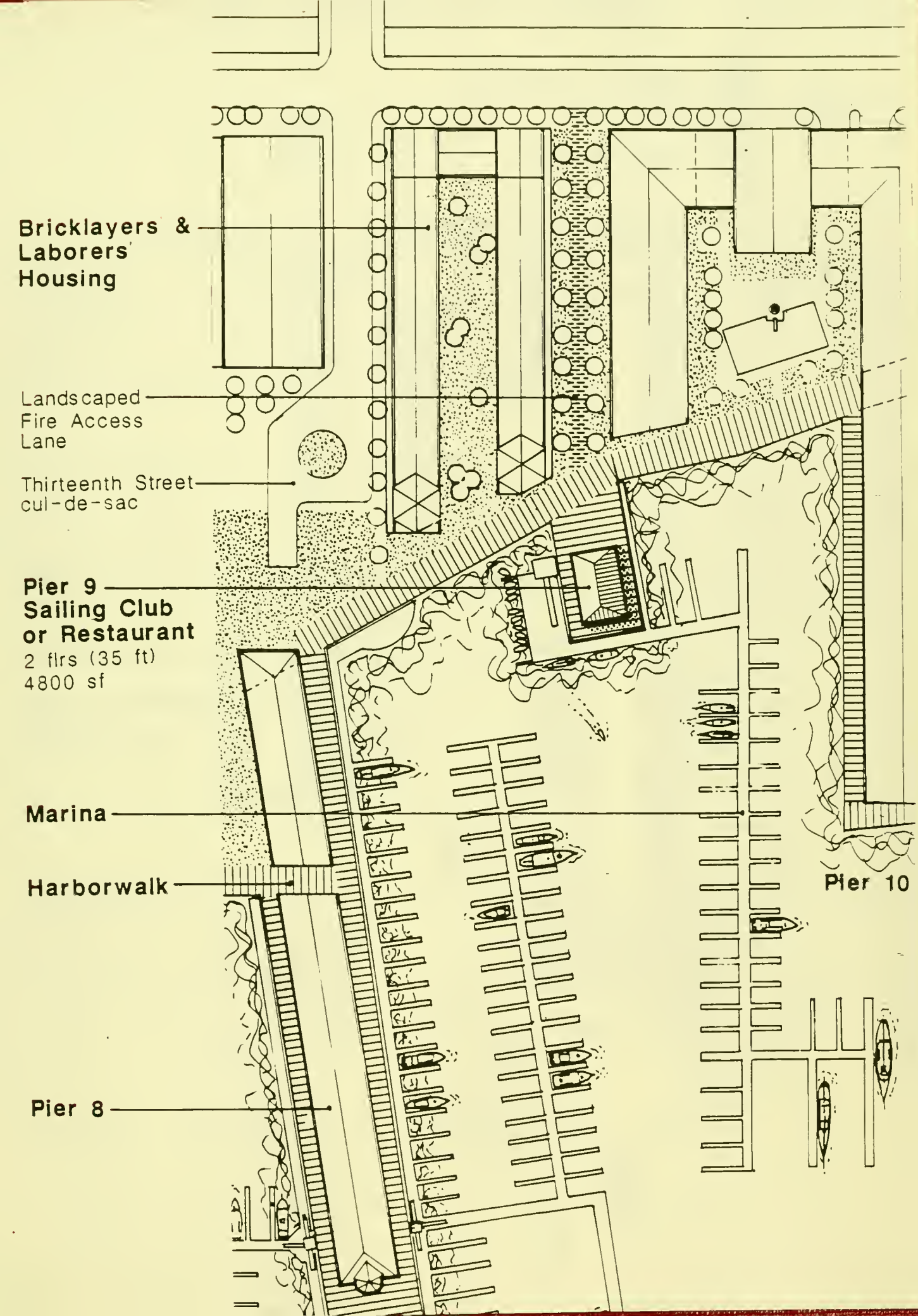
Height: 20-35' (2 Stories)

Floorplates:

	Dimensions	Retail
Ground:	40'x60'	2,400 sf
Second:	40'x60'	2,400 sf
Total		4,800 sf

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite.


Bricklayers & Laborers' Housing
Landscaped Fire Access Lane
Thirteenth Street cul-de-sac
Pier 9 Sailing Club or Restaurant
2 flrs (35 ft)
4800 sf
Marina
Harborwalk
Pier 8
Pier 10

PARCEL FOUR/PIER TEN EXTENSION

Site Area, excluding water	106,550 sf
Gross Building Area	497,850 sf
F.A.R.	4.67
Net Saleable/Rentable Area	388,323 sf

USES:

Retail/Commercial: Ground floor throughout. 1st Avenue frontage may be excellent location for this use.
Parking: 360 spaces underground and in reconstructed pier.

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	45
1 Br	37.5%	950 sf	110
2 Br	37.5%	1,200 sf	105
3 Br	10%	1,450 sf	40
Total Dwelling Units			300

AMENITIES:

Swimming pool for Navy Yard residents, boat slip access.

MASSING:

Height: 75' (6 Stories)

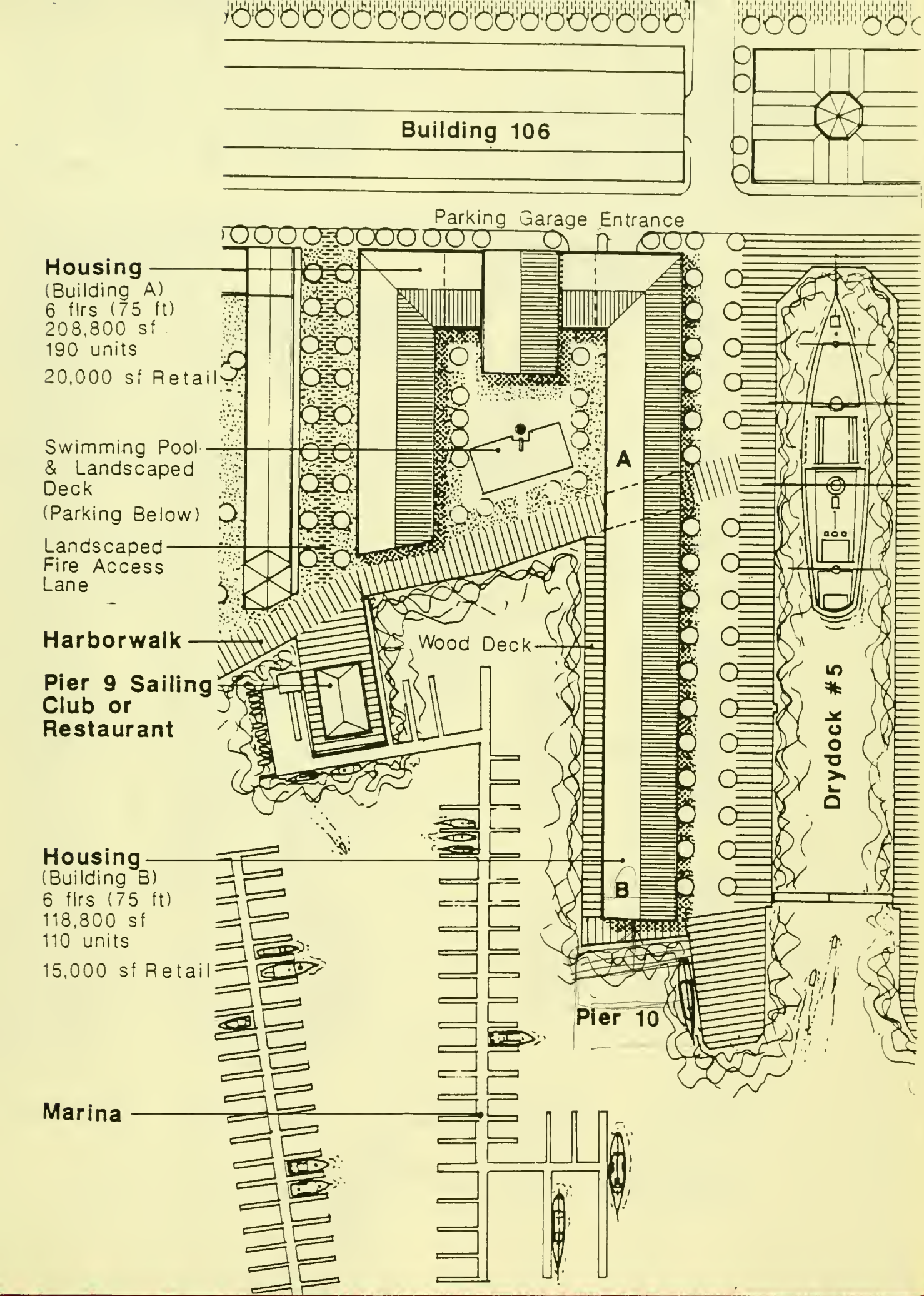
Segments vary from 100 to 315' in length; 5 floors typical; 6 floors in central pavilion element.

Floorplates:

	Dimensions	Retail	Housing	Units
Building A				
Ground:	65'x580'	20,000 sf	17,700 sf	
Second:	65'x580'		37,700 sf	34
Third:	65'x580'		37,700 sf	34
Fourth:	65'x580'		37,700 sf	34
Fifth:	65'x580'		37,700 sf	34
Sixth:	55'x580'		31,900 sf	30
Penthouse:	45'x580'		26,100 sf	24
Sub Totals		20,000 sf	208,800 sf	190
Building B				
Ground:	65'x330'	15,000 sf	6,450 sf	
Second:	65'x330'		21,450 sf	20
Third:	65'x330'		21,450 sf	20
Fourth:	65'x330'		21,450 sf	20
Fifth:	65'x330'		21,450 sf	20
Sixth:	55'x330'		18,150 sf	16
Penthouse:	45'x330'		14,850 sf	14
Sub Totals		15,000 sf	118,800 sf	110
Totals		35,000 sf	327,600 sf	300

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite.


Building 106
Parking Garage Entrance
Housing
(Building A)
6 flrs (75 ft)
208,800 sf
190 units
20,000 sf Retail
Swimming Pool
& Landscaped
Deck
(Parking Below)
Landscaped
Fire Access
Lane
Harborwalk
Pier 9 Sailing
Club or
Restaurant
A
Wood Deck
Drydock #5
Housing
(Building B)
6 flrs (75 ft)
118,800 sf
110 units
15,000 sf Retail
B
Pier 10
Marina

PARCEL FIVE - PIER 11

Site Area, including water	180,400 sf
Gross Building Area	553,900 sf*
F.A.R.	3.07*
Net Saleable/Rentable Area	415,660 sf*

USES:

Retail/Commercial: Ground floor throughout. Harbor frontage may be excellent location for marine related and restaurant uses.
Parking: 500 spaces below grade.
Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	70
1 Br	37.5%	950 sf	160
2 Br	37.5%	1,200 sf	180
3 Br	10%	1,450 sf	42
Total Dwelling Units			452

AMENITIES:

Covered public passages and view corridors. Major Marine Excursion Terminal and Wintergarden. Solar oriented garden courts, fronting onto drydock.

MASSING:

Height: 110' Maximum for Main Building (10 Stories)
80' Wing Buildings (7 Stories)

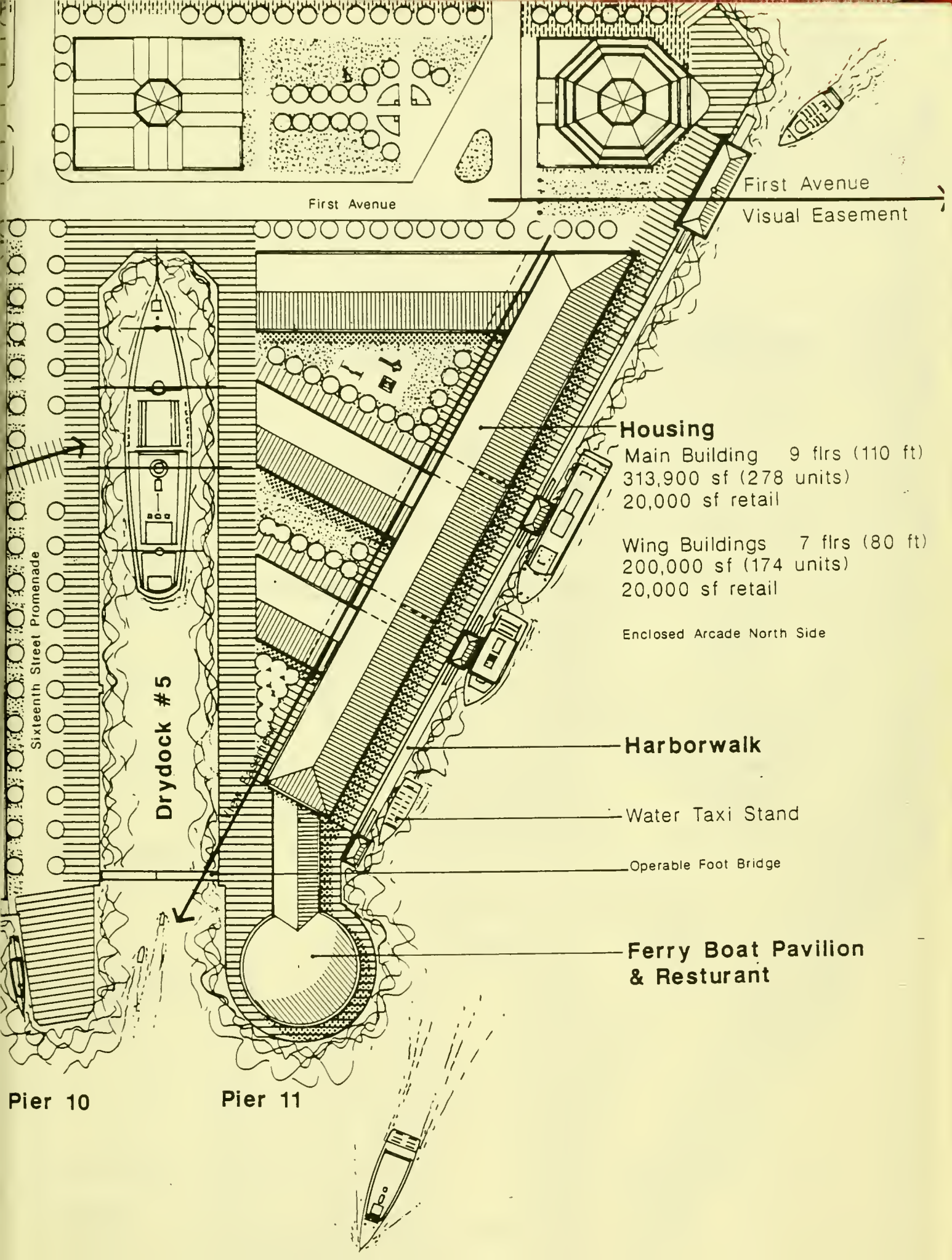
Floorplates:

	Dimensions	Retail	Housing	Units
Main Bldg.				
Ground:	65'x530'	20,000 sf	14,450 sf	
Second:	65'x530'		34,450 sf	32
Third:	65'x530'		34,450 sf	32
Fourth:	65'x530'		34,450 sf	32
Fifth:	65'x530'		34,450 sf	32
Sixth:	65'x530'		34,450 sf	32
Seventh:	65'x530'		34,450 sf	32
Eighth:	65'x530'		34,450 sf	32
Ninth:	65'x530'		34,450 sf	32
Penthouse:	45'x530'		23,850 sf	22
Sub Totals		20,000 sf	313,900 sf	278
Wings Bldg.				
Ground:	65'x440'	20,000 sf	8,600 sf	
Second:	65'x440'		28,600 sf	26
Third:	65'x440'		28,600 sf	26
Fourth:	65'x440'		28,600 sf	26
Fifth:	65'x440'		28,600 sf	26
Sixth:	65'x440'		28,600 sf	26
Seventh:	65'x440'		28,600 sf	26
Penthouse:	45'x440'		19,800 sf	18
Sub Totals		20,000 sf	200,000 sf	174
Totals		40,000 sf	513,900 sf	452

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite.

* Terminal Pavilion not included in floor area. Terminal pavilion connector (3) floors 40'x100'(4,000 sf). Pavilion 100' diameter - one floor (7860 sf).


First Avenue
First Avenue
Visual Easement
Housing
Main Building 9 flrs (110 ft)
313,900 sf (278 units)
20,000 sf retail
Wing Buildings 7 flrs (80 ft)
200,000 sf (174 units)
20,000 sf retail
Enclosed Arcade North Side
Sixteenth Street Promenade
Drydock #5
Harborwalk
Water Taxi Stand
Operable Foot Bridge
Ferry Boat Pavilion
& Resturant
Pier 10
Pier 11

PARCEL SIX-A (Head of the Drydock)

Site Area	27,750 sf
Gross Building Area	116,800 sf
F.A.R.	4.20
Net Saleable/Rentable Area	91,630 sf

USES:

Retail/Commercial: Ground floor throughout. Drydock Park frontage may be excellent location for marine related and restaurant uses.

Parking: Below grade (see Parcel Seven)

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	18
1 Br	37.5%	950 sf	36
2 Br	37.5%	1,200 sf	30
3 Br	10%	1,450 sf	8
Total Dwelling Units			92

AMENITIES:

Spectacular views down drydock facility, excellent location between 1st Avenue vehicular access and 2nd Avenue pedestrian promenade. Faces onto Yard's End Square.

MASSING:

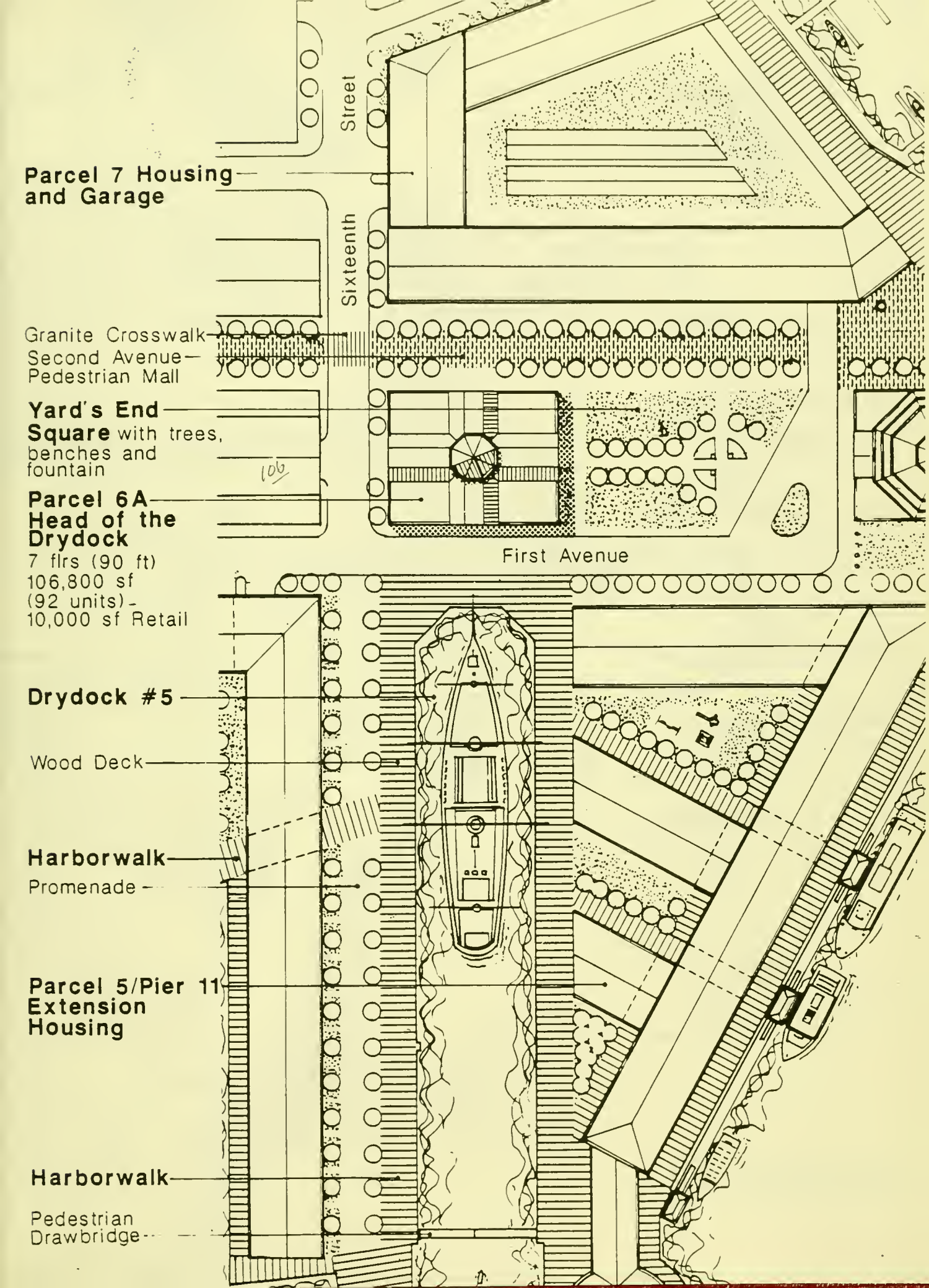
Height: 90' Maximum (8 Stories)

Floorplates:

	Dimensions	Retail	Housing	Units
Ground:	110'x140'	10,000 sf	5,400 sf	
Second:	110'x140'		15,400 sf	14
Third:	110'x140'		15,400 sf	14
Fourth:	110'x140'		15,400 sf	14
Fifth:	110'x140'		15,400 sf	14
Sixth:	110'x140'		15,400 sf	14
Seventh:	110'x140'		15,400 sf	14
Penthouse:	90'x100'		9,000 sf	8
Totals		10,000 sf	106,800 sf	92

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite.


Street
Sixteenth
Parcel 7 Housing and Garage
Granite Crosswalk
Second Avenue Pedestrian Mall
Yard's End Square with trees, benches and fountain
106
Parcel 6A Head of the Drydock
7 flrs (90 ft)
106,800 sf
(92 units) -
10,000 sf Retail
First Avenue
Drydock #5
Wood Deck
Harborwalk
Promenade
Parcel 5/Pier 11 Extension Housing
Harborwalk
Pedestrian Drawbridge

PARCEL SIX-B (Yard's End Tower)

Site Area	63,450 sf
Gross Building Area	261,500 sf
F.A.R.	4.12
Net Saleable/Rentable Area	167,850 sf

USES:

Retail/Commercial: Ground floor and next four floors of base contain service and specialty retail and housing administration offices. Commercial space is also available in this area. Location in Yard's End Tower provides highly imageable marketing, and direct vehicular, pedestrian, and water access.

Parking: Via Parcel Seven garage entry: 400 spaces minimum underground.

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br	15%	750 sf	31
1 Br	37.5%	950 sf	61
2 Br	37.5%	1,200 sf	49
3 Br	10%	1,450 sf	11
Total Dwelling Units			152

AMENITIES:

Yard's End Square on one side and Little Mystic Channel on the other, with direct Harborwalk access. Height and form maximize views. The Tower marks the intersection of pedestrian, vehicular and aquatic paths with a form reminiscent of a New England lighthouse.

MASSING:

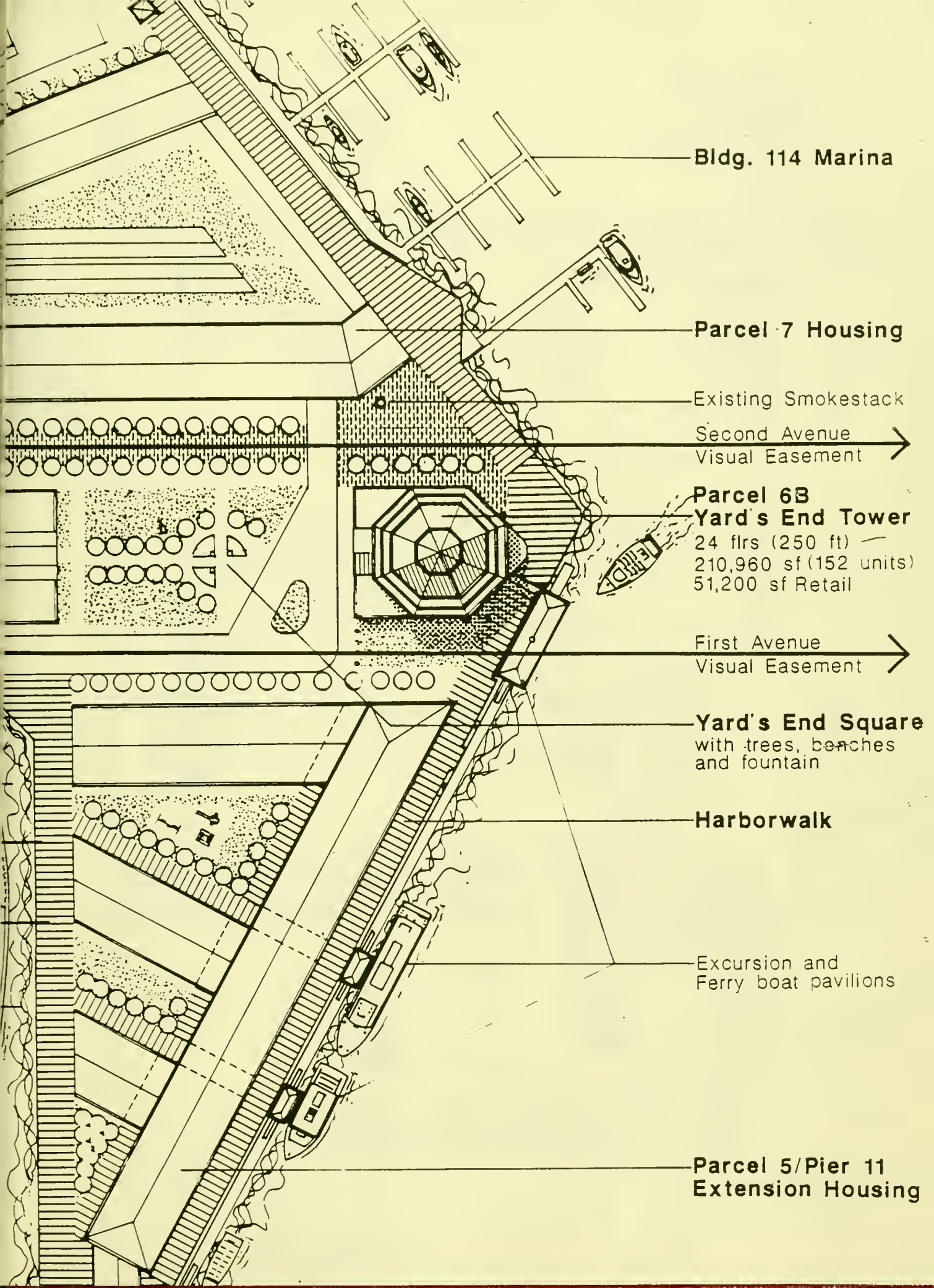
Height: 250'

Floorplates:

	Dimensions	Retail	Housing	Units
Ground:	110'x148'	10,000 sf	3,520 sf	
Second:	110'x130'	2,800	10,000 sf	
Third:	110'x130'	12,800		
Fourth & Fifth:	110'x140'	12,800		
Sixth:	110'x110'		10,180 sf	8
Seventh through Twenty-Third:	110'x110'		10,180 sf	8 (ea. @ 17)
Twenty-Fourth:	90'x90'		7,600	4
Penthouse:	80'x80'		6,600 sf	4
Totals		51,200 sf	210,960 sf	152

MATERIALS:

Exterior:	Granite.
Roof:	Copper preferred.
Ground plane:	Brick and granite. Meshing of 1st and 2nd Avenue streetscape vocabularies with the materials of Harborwalk. Appropriate granite plazas and plantings with pedestrian amenities, benches, and a restored Building 203 smokestack will be included. Roadway improvements and half of Yard's End Square will also be built as part of the Tower's ground plane improvements.


Bldg. 114 Marina
Parcel 7 Housing
Existing Smokestack
Second Avenue
Visual Easement
Parcel 6B
Yard's End Tower
24 flrs (250 ft)
210,960 sf (152 units)
51,200 sf Retail
First Avenue
Visual Easement
Yard's End Square
with trees, benches
and fountain
Harborwalk
Excursion and
Ferry boat pavilions
Parcel 5/Pier 11
Extension Housing

PARCEL SEVEN

Site Area	115,000 sf
Gross Building Area	769,400 sf
F.A.R.	6.69
Net Saleable Area	351,500 sf

USES:

Retail/Commercial: Retail uses wrap the inner parking functions on all sides and provide a more accessible interaction with pedestrians and residents.

Housing: Unit Mix:

Type	% SF	Size	No.
Studio/1 Br	15%	750 sf	70
1 Br	37.5%	950 sf	139
2 Br	37.5%	1,200 sf	110
3 Br	10%	1,450 sf	24
Total Dwelling Units			343

Parking: Above Grade, 6 Stories - 810 spaces. Access to underground parking which services nearby development - 800 spaces minimum.

AMENITIES:

Fronts on Yard's End Square and connects to Harborwalk, Flirtation Walk, and 2nd Avenue Pedestrian Promenade. The garage roof contains an enclosed health and exercise facility with landscaping and generous skylights. Roof gardens accessible to residents and health spa members.

MASSING:

Height: 60'to 120' maximum

Floorplates:

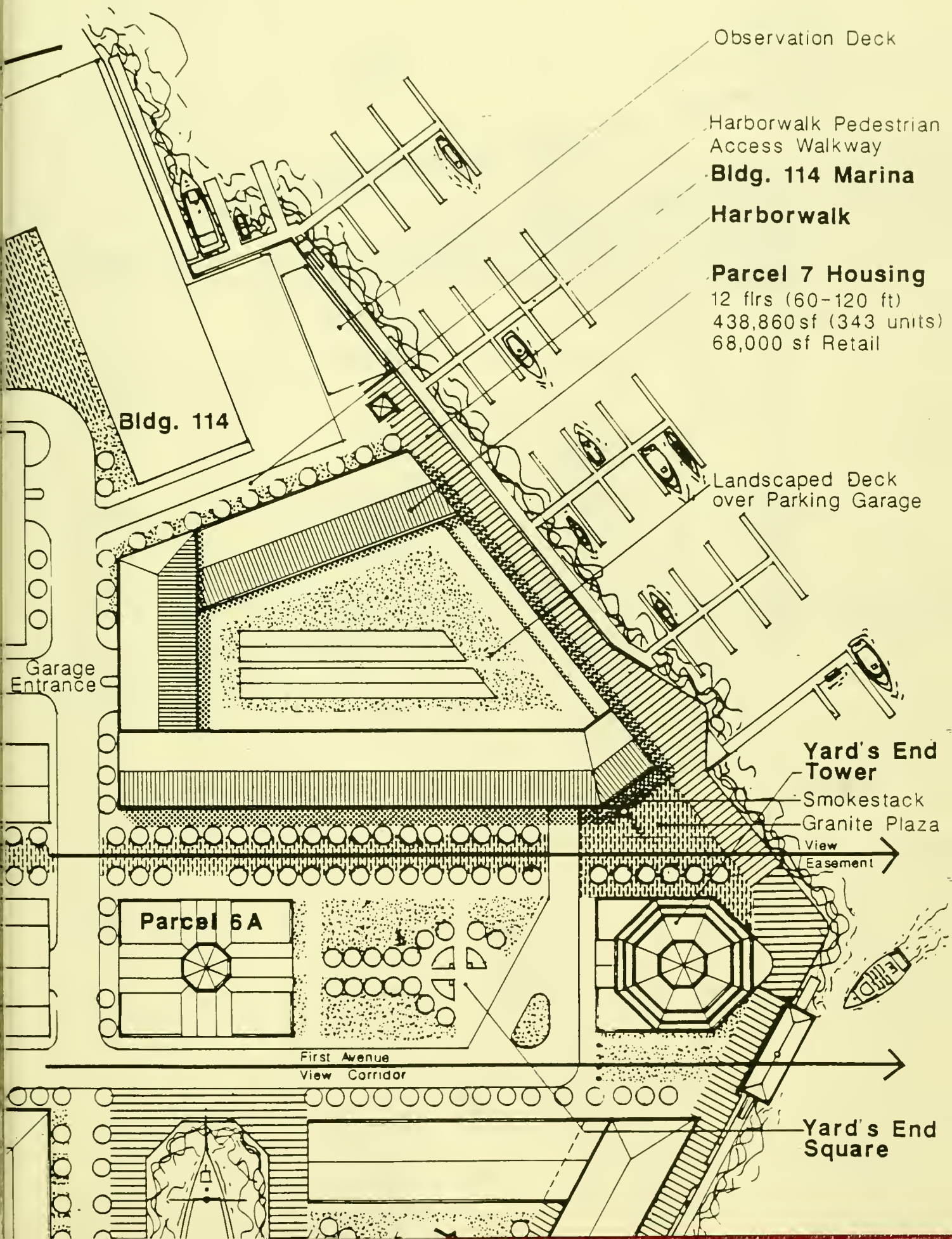
Overall typical floorplate is 91,550 sf.
Residential use "wraps" Garage to a depth of 35' (38,710 sf/6 floors); 65' wide residential bars of varying height and length rise above the enclosed roof and landscaped terrace.
Structured Garage is 52,860 sf on 6 floors.

	Dimensions*	Retail*	Housing	Units
Ground:	35'x1100'	28,500 sf	10,000 sf	
Second:	35'x1100'		38,700 sf	32
Third:	35'x1100'		38,700 sf	32
Fourth:	35'x1100'		36,700 sf	31
Fifth:	35'x1100'		36,700 sf	32
Sixth:	35'x1110'		36,700 sf	32
Seventh:	65'x740'	40,000 sf	53,100 sf	40
Eighth:	65'x740'		48,100 sf	40
Ninth:	65'x552'		35,880 sf	30
Tenth:	65'x552'		35,880 sf	30
Eleventh:	65'x400'		26,000 sf	22
Twelfth:	65'x400'		26,000 sf	22
Totals		68,500 sf	438,860 sf	343

* Note: Figures do not include garage of 317,000 gsf. A low efficiency is used to calculate number of spaces to allow for ventilation requirements. Retail may include some garage-related functions, however, and does include the exercise facility which is undimensioned.

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.


Observation Deck
Harborwalk Pedestrian Access Walkway
Bldg. 114 Marina
Harborwalk
Parcel 7 Housing
12 flrs (60-120 ft)
438,860sf (343 units)
68,000 sf Retail
Bldg. 114
Landscaped Deck over Parking Garage
Garage Entrance
Yard's End Tower
Smokestack
Granite Plaza
View Easement
Parcel 6A
First Avenue View Corridor
Yard's End Square

BUILDING 150

Site Area	16,950 sf
Gross Building Area	33,840 sf
F.A.R.	2.0
Net Saleable Area	28,750 sf

USES:

Parking: Off-site; underground parking not encouraged in this area.

Retail/Commercial Area: Retail on ground with small office and commercial service space above.

AMENITIES:

Sited on 2nd Avenue Pedestrian Promenade opposite Chain Forge Park and near Anchor Park.

MASSING:

Strict guidelines exist due to location in Historic Monument Area.

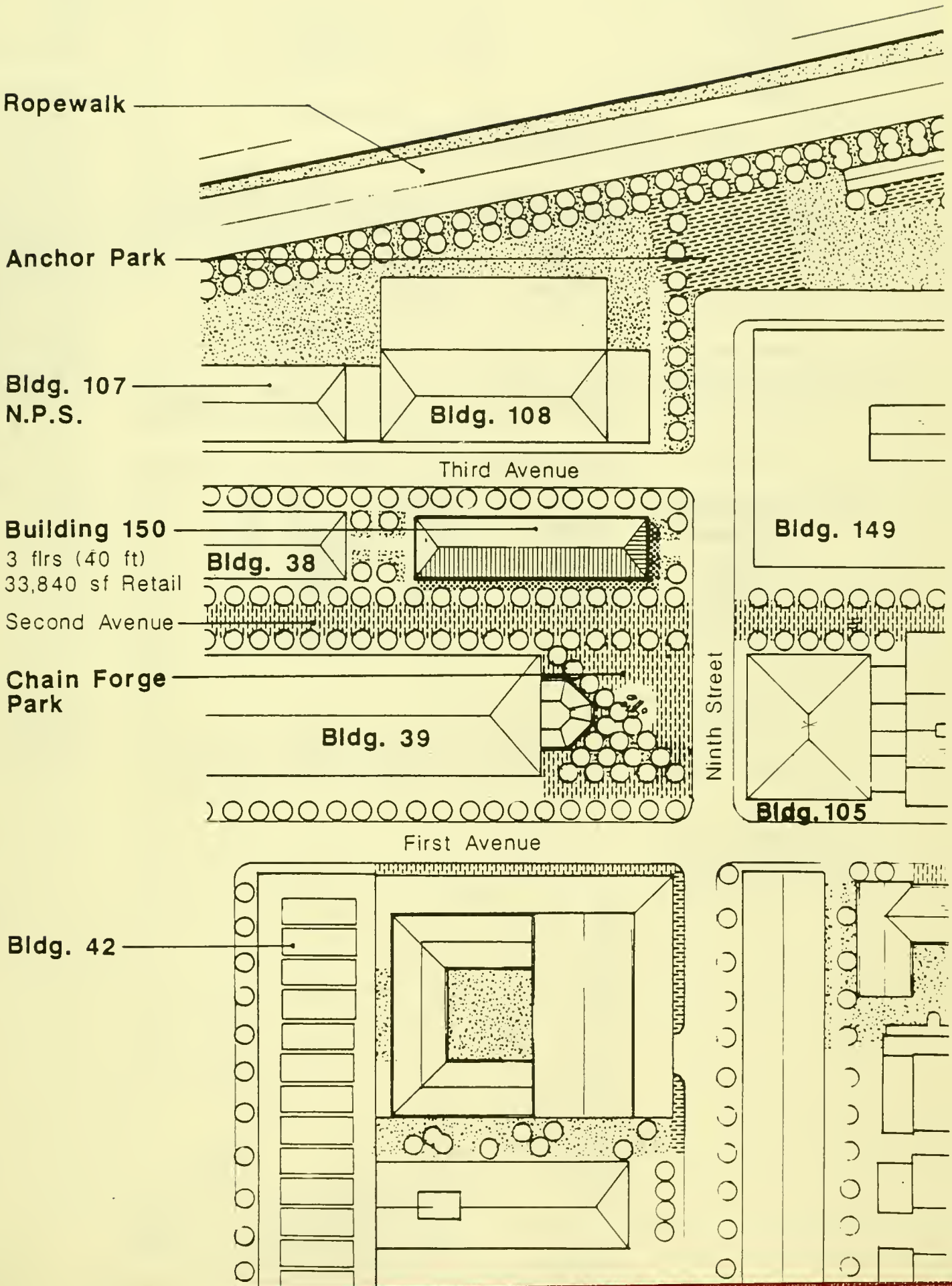
Height: 40'

Floorplates:

	Dimensions	Retail
Ground:	47'x180'	8,460 sf
Second:	47'x180'	8,460 sf
Third:	47'x180'	8,460 sf
Fourth:	47'x180'	8,460 sf
Totals		33,840 sf

MATERIALS:

Exterior:	Granite.
Roof:	Slate or painted metal, copper preferred.
Ground plane:	Brick and granite. 2nd Avenue pedestrian mall vocabulary is continued; mature trees and seasonal flowers are planted in a manner that interconnects Buildings 107, 108, 38, 39, and 150.


Ropewalk
Anchor Park
Bldg. 107
N.P.S.
Bldg. 108
Third Avenue
Building 150
3 flrs (40 ft)
33,840 sf Retail
Bldg. 38
Second Avenue
Chain Forge
Park
Bldg. 39
Bldg. 149
Ninth Street
Bldg. 105
First Avenue
Bldg. 42

SHIPWAYS INFILL

Site Area	16,000 sf
Gross Building Area	49,450 sf
F.A.R.	3.09
Net Saleable Area	33,250 sf

USES:

Retail/Commercial Area: on First Avenue.
Parking: Off-site on adjoining property.

Housing: Unit Mix

Type	% SF	Size	No.
Studio 1/Br.	15%	750 sf	7
1 Br.	37.5%	950 sf	13
2 Br.	37.5%	1,200 sf	11
3 Br.	10%	1,450 sf	3
Total Dwelling Units			34

AMENITIES:

Community oriented retail provides edge along First Avenue, buffering the Shipways townhouses on the water side with residential service use.

MASSING:

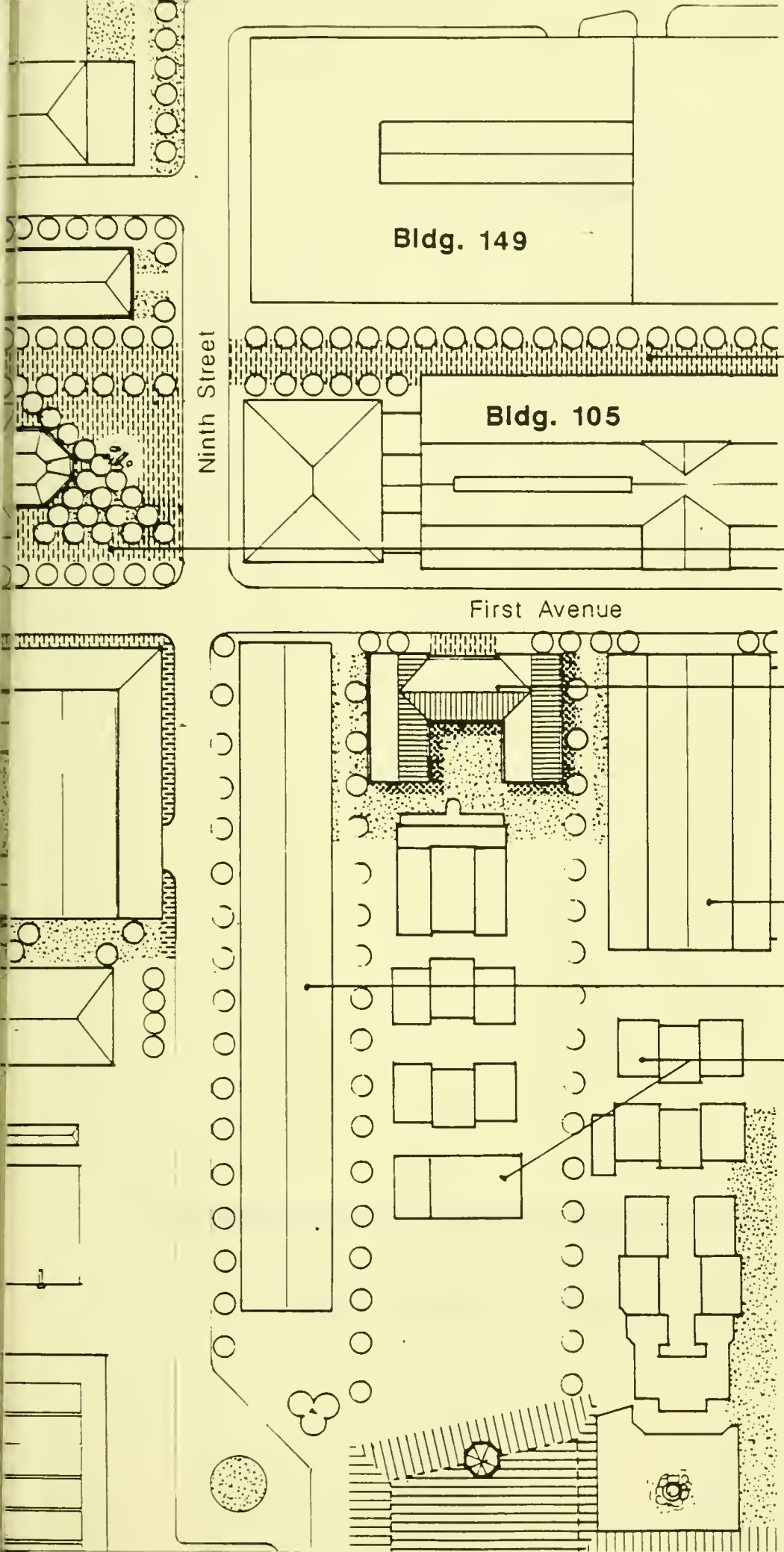
Height: 45' (4 stories with penthouse)

Floorplates:

	Dimensions	Retail	Housing	Units
Ground:	45'x230'	8,000 sf	2,350 sf	
Second:	45'x230'		10,350 sf	9
Third:	45'x230'		10,350 sf	9
Fourth:	45'x230'		10,350 sf	9
Penthouse:	35'x230'		8,050 sf	7
Totals		8,000 sf	41,450 sf	34

MATERIALS:

Exterior:	Brick and granite.
Roof:	Slate or standing seam metal, copper preferred.
Ground plane:	Brick and granite. Landscaped paths and courtyard to provide access and greenery respecting existing residential units.


Bldg. 149
Ninth Street
Second Avenue
Pedestrian Mall
Bldg. 105
Chain Forge Park
First Avenue
Shipways Infill
Housing
4 flrs (45 ft)
41,450 sf (34 units)
8000 sf Retail
Bldg. 104
Bldg. 103
Shipways
Condominiums

Appendix 1

Boston National Historical Park
1986 Draft Management Plan

Boston National Historical Park

The National Park Service has operated a 30-acre portion of the Charlestown Navy Yard as a National Historical Park since 1974. The attractions include the popular USS Constitution (Old Ironsides) as well as the USS Constitution Museum, the USS Cassin Young, and the Commandants House. The NPS is also involved with the BRA in the redevelopment of two sites within the Historic Monument Area: the Ropewalk and the Chain Forge Building.

After a decade of management, the NPS recently reevaluated its operation and drafted revisions to its general plan. Some of these changes have direct impacts on the adjacent BRA-owned section of the Yard, and all are positive steps toward creating an educational and amenable destination for the thousands of annual visitors to the Charlestown Navy Yard. Highlights of the Plan include the adoptive reuse of major portions of the Chain Forge and Ropewalk buildings, in conjunction with the BRA, leaving specified areas within the buildings for interpretive displays. Other proposed actions include enlargement of the USS Constitution Museum, development of visitor amenities at Gate 1 and creation of a restaurant in Building 10, designed to increase the quality and quantity of visitor time spent in the Navy Yard.

A summary of the Park Service's 1986 Draft Management Plan follows.

DRAFT

GENERAL MANAGEMENT PLAN REVISION

BOSTON NATIONAL HISTORICAL PARK - CHARLESTOWN NAVY YARD

MAY 1986

I. MANAGEMENT ZONES AND ACCESS

Bldg/Site	1980 Plan	Proposed Plan	Discussion
Access & Parking	Bus parking at Gate 1; automobile parking in BRA parking structure; visitor circulation via NPS/City of Boston shuttle buses.	Primary visitor parking area in vicinity of Gate 1 in conjunction with North Area project highway redesign. Secondary visitor parking areas at Tobin Bridge location and BRA area parking garage. Bus parking at Gate 1, Tobin Bridge, or within Navy Yard as feasible.	Visitor parking in BRA parking structure does not appear feasible from the standpoint of cost, convenience, availability, and requirements for shuttle systems; Gate 1 should be the focus of visitor entry, and arrangements with the state and city for the provision of parking in the vicinity of Gate 1 need to be made.
Curtain Gate Area	No specific use identified; within 1973 preservation subzone.	Redesignate from preservation to development subzone the area surrounding the Hoosac Stores warehouse; develop landscaping amenities to enhance visitor enjoyment such as seating, a shade canopy, a water fountain, and plantings as appropriate.	Currently used for parking, this area is an unpleasant staging area for visitors to the prime Navy Yard attraction, the USS CONSTITUTION; removal or screening of cars, and the provision of shade and seating will greatly enhance the visual environment and comfort of visitors in this high use area.
North Side, Building 10	No specific use identified; within 1973 preservation subzone.	Redesignate from preservation to development subzone a small area between Building 10 and the grit hoppers, for warm weather outdoor seating associated with food service proposed for Building 10. A shade canopy will be provided.	Outdoor seating will provide increased capacity during peak season visitation. Shade canopy will be removed during cold weather months.
Shipyard Park (Baxter Road)	No specific use identified; the NPS portion of this area is within the 1973 preservation subzone.	Redesignate from preservation to development subzone. In order to integrate NPS and BRA landscape treatment of property adjacent to Dry Dock 2, relocate perimeter fence and develop common design approach to Shipyard Park area; integrate landscape, circulation, operations, and security concerns into joint agency approach.	BRA development of Shipyard Park will open up entire northern boundary of the park to increased visitor activity and visibility; no longer will this area be the park's obscure and little used back door; a common design and operations approach between the NPS and BRA is essential for this area to work properly for both parties; scope of project extends from area surrounding Building 28 down Dry Dock 2 to Pier 3 boundary.

II. VISITOR FACILITIES

Bldg/Site	1980 Plan	Proposed Plan	Discussion
5	Concession operated food service. Actual use of Hull and Preble Rooms to date has been for group functions and activities.	Two options will be left open: (1) Continued use of Hull and Preble Rooms for group functions with visitor information facility in entrance hall; (2) Hull Room: group functions; Preble Room: convert to combined visitor center and group function facility.	Building 5 is a poor location for food service - space is architecturally limited and restaurant use would conflict with other building uses, including residential; both Preble and Hull Rooms meet important operational needs as function rooms. Preble Room used frequently for visitor services activities.
10	Park interpretive center - exhibits, audiovisual programs, visitor information.	Food service concession as previously proposed for Building 5; adjacent outdoor seating area during summer season to be included in development subzone (see above).	Lack of food service facility seriously impacts visitors' enjoyment of the area; appropriate food service will allow visitors to extend visit and will increase opportunities for park use by school and tour groups; food service must be located within reasonable proximity to USS CONSTITUTION to achieve desired goals.
28	North Atlantic Region preservation and archeology laboratories.	Use by U.S.S. Constitution Museum for expanded exhibits and program-related purposes.	NPS facilities are to relocate to Lowell NHP; use of Building 28 by Constitution Museum will support park interpretive objectives.

II. VISITOR FACILITIES - Continued

Bldg/Site	1980 Plan	Proposed Plan	Discussion
32 (Marine Society)	Visit planning and park information center.	Continued use by Boston Marine Society in forseeable future. Long term use for flexible program purposes.	Building 32 is poorly situated to serve as an information center and if developed for this purpose would, by virtue of its location, serve only a small fraction of visitors. The visitor center function proposed for Building 5 will replace this concept.
125	Park maintenance facility and marine railway leased support space.	Park exhibit center; possible gallery space for rotating exhibits; possible designation of limited area for public maritime programs or other cooperating associations.	With BRA development of Shipyard Park (encompassing Dry Dock 2 and Pier 3), Building 125 assumes prominent public visibility and presents excellent potential for development for visitor program purposes; maintenance functions are to be consolidated in Building 107.
6 (Commandant's House)	Interpretive exhibits on 1st, or ground floor; 2nd and 3rd floors furnished commanding officer's quarters museum.	Removal of "consumable" museum furnishings (chairs, sofas, carpeting, etc.) on 2nd, 3rd, and 4th floors and replacement by non-historic, compatible furnishings, to allow for increased public use of the building for functions such as receptions, temporary exhibits, small meetings, special events, office support space, etc. Possible development of limited overnight quarters.	Current museum status of interior furnishings precludes visitor use other than passive viewing of the 2nd and 3rd floor living areas in the building; implementation of the proposal will allow the house to perform its historic function as a gracious reception facility for visitors to the Navy Yard, and allow for greater flexibility in program uses of this facility.
58 (Ropewalk)	Ropewalk exhibit - entire building (140,000 sq. ft.).	Ropewalk exhibit approximately 20,000 sq. ft., 1st floor; park collections storage and miscellaneous uses approximately 24,000 sq. ft., 2nd and 3rd floors, if needed; adaptive reuse of remaining 53,000 sq. ft. through historic leasing or other appropriate means for compatible economic use.	Dedication of entire building to exhibit use is not realistic due to limited supply of theme-related exhibit material, and not necessary for interpretive purposes; leasing remaining portion of structure will enable private interests to fund building preservation and will generate revenue for NPS.
60 (Tar House)	Building exterior to be preserved as exhibit in place; no interior use proposed.	Building exterior to be preserved; interior made available through historic leasing program or other appropriate means for compatible use.	Use of historic leasing program will enable private monies to fund building preservation and generate revenue for NPS.
105 (Chain Forge)	Chain Forge exhibits and shipbuilding crafts theme museum; NPS acquisition of building from BRA.	Adaptive reuse of entire building by private development through BRA development mechanisms; NPS involvement with BRA to ensure preservation of important chain forge equipment and architectural qualities of the building, and privately-funded development of chain forge equipment. Continued BRA ownership of building.	Practical considerations - development costs, on-going maintenance costs, and projected staffing costs - coupled with an assessment that relatively small numbers of visitors would use this facility, dictate that a scaled-down approach to NPS involvement with the Chain Forge be taken; given that full-scale NPS preservation and development of the building and its contents is not feasible, the best approach to preserving the building will be to have it privately developed for an appropriate use, with preservation of architectural features and chain forge equipment to the maximum extent achievable.
Marine Railway	Restored Marine Railway fully functional with occasional use for demonstration purposes or possible commercial use.	Dismantle superstructure and reconstruct all or portion as funds permit.	The Marine Railway has deteriorated to the point of no return; restoration means reconstruction, and is estimated to cost $3-4 million; superstructure should be dismantled to remove hazards to health, property, and marine safety; reconstruction of a portion of the structure would enhance interpretation of shipbuilding

III. ADMINISTRATIVE AND SUPPORT FUNCTIONS

Bldg/Site	1980 Plan	Proposed Plan	Discussion
107	Navy Yard maintenance shop and administrative offices.	Navy Yard maintenance shop; consolidation of curatorial, planner, architectural, and historian staff offices; and primary collection storage space for park and cooperating organizations if feasible.	Consolidation of staff offices will accomplish operational efficiencies; curatorial facility will enhance object and archival collection management.
109	"For special use by non-profit cooperating agency" (unspecified).	Park office use by Visitor Services personnel - law enforcement and interpretation. Potential long-range use by cooperating agency or visitor services functions.	Consolidation of offices will accomplish operational efficiencies. If offices can be relocated in the long term, a public-oriented use, appropriate to overall Navy Yard program, would be placed here.
I (Marine Barracks)	Small Marine Guard theme museum in main entrance area; Protection office, 1st floor; training center and hostel, upper 2 floors. Seasonal housing on 2nd floor.	Modest graphic exhibit oriented to Marine themes in "Sally Port" entrance - photos, drawings, text; Superintendent and administrative offices, 1st floor; seasonal housing 2nd floor; offices or group use, 3rd and 4th floors.	The Marine Guard theme can be adequately treated as proposed; consolidation of offices will accomplish operational efficiencies.
Hoosac Stores Warehouse	Curatorial storage.	Options left open: (1) demolition; area included in development subzone; (2) adaptive use under historic leasing program or other mechanism; (3) continued use for NPS storage; (4) exchange.	Curatorial storage is proposed for Buildings 107 and 58. Potential uses of the warehouse are under evaluation (Note: building was acquired so that it could be demolished to enhance public visibility of the USS CONSTITUTION).

Appendix 2

Historic Planting Materials for the Charlestown Navy Yard Gardenwalk System

APPENDIX 2

Historic Planting Materials for Charlestown Navy Yard 'Gardenwalk' System

Plant material listed as being used at the Navy Yard in Boston Globe article of July 28, 1929 includes;

Trees:

Mountain ash	Sorbus
Common ash	Fraxinus
Birch	(Betula, sp)
Catalpa	
Washington thorn	(Hawthorne)
Elms	(Ulmnus parvifolia)
Black walnut	(Higra juglens)
Japanese crab	(Nalus, sp)
Maples	(Tier, sp.)
Oaks	(Quercus, sp.)
Corktree	(Phellodendron amurense)
Pine	(Pinus, sp)
Poplars	(Tilia tomentosum)
Spruce	(Picea abies)
Apples	(Malus, sp)
Pears	(Pyros, sp)

Perennials listed:

Phlox	
Jacob's ladder	(Polymonium
Coral bells	(Heuchera)
Globe flower	
Iris	
Japanese ivy	

'Lower' shrubs:

Rose of Sharon	
Barberry	
Bladder senna	
American hazlenut	
Globe flower	(Chorchorus)
Red Flowering dogwood	
Deutzia	
Evonymus	
Forsythia	
Hydrangia	
Winterberry	
Lilac	
Honeysuckle	
Privet	
Mock orange	
Purple leaved plum trees	
Kerria	

'Lower' shrubs: (continued)

- Rhus
- Rhamnus
- Garland spirea
- American elder
- Snowberry ulburnum
- Japanese tree lilac
- Fragrant viburnum
- Weigelia

It should be noted that this list is likely not exhaustive; nor does it encompass successful garden plantings and trees from earlier and later periods. Rich diversity is encouraged.

Credits

Location rendering - Huygens and DiMella, Boston, MA
Axonometric Map - Brown and Rowe, Boston, MA

Shipyard Park, Phase III rendering - Herb Kashien, New York

Project Renderings/Elevations

Building 33 - The Architectural Team
Building 96 - Kelley Becker Associates
Building 105 - The Architects Collaborative
Building 106 - Schaller Illustrations
Building 108 - Childs Bertman Tseckares and Casendino, Inc.
Building 114 - The Architectural Team
Building 149 - Huygens and DiMella
Building 199 - Huygens and DiMella
Building 266 - Gary Irish
Parcel 4A - William Rawn Associates

Appendix 1 - Boston National Historical Park


Chas Navy Yd.
C475
1986
AUTHOR
Haborpark Update
TITLE
DATE LOANED
BORROWER'S NAME

BOSTON PUBLIC LIBRARY
3 9999 06550 945 5